



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**
April 3, 2025, from 8:30 AM to 11:30 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Roll Call	Gary Beedy, STAC Chair
8:35-8:40	Public Comment	Gary Beedy, STAC Chair
8:40-8:45	Approval of the March 2025 Meeting Minutes	Gary Beedy, STAC Chair
8:45-8:50	CDOT Update on Current Events (Informational Update)	Herman Stockinger, CDOT Deputy Director
8:50-8:55	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:55-9:20	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:20-9:50	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:50-10:00	Break	
10:00-10:20	Rural Planning Grant Budget Overview (Action Item)	Darius Pakbaz, Director, Division of Transportation Development
10:20-10:40	Safe Routes to Schools Update (Action Item)	Darius Pakbaz, Director, Division of Transportation Development
10:40-11:10	2050 Statewide Plan Update (Informational Item)	Darius Pakbaz, Director, Division of Transportation Development
11:10-11:20	2026-2029 STIP Development (Informational Item) <ul style="list-style-type: none"> Notify STAC that the new STIP will be released for public review and comment 	Darius Pakbaz, Director, Division of Transportation Development
11:20-11:30	Other Business	Gary Beedy, STAC Chair

STAC Website: <https://www.codot.gov/programs/planning/planning-partners/stac.html>

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: March 6th; 8:30 a.m. - 10:30 a.m.

Attendance:

Denver Area: Ron Papsdorf and Ray Byrd

Central Front Range: Samantha Hughes

Eastern: Gary Beedy, STAC Chair

Grand Valley: Dana Brosig, Rachel Peterson

Gunnison Valley: Vince Rogalski and Michelle Haynes

Intermountain: Brian Pettet, Dana Wood

North Front Range: Johnny Olson, Paul Sizemore and Becky Karasko

Northwest: Brian Cerkvnik and Jennifer O'Hearon

Pikes Peak Area: Holly Williams, John Liosatos, Lisa Gagnon, Danelle Miller

Pueblo Area: Eva Cosyleon and Wendy Petit

San Luis Valley: Vern Heersink

South Central: Brian Blasi and Mitch Wardell

Southeast: Stephanie Gonzalez

Southwest: None

Sarah Hill/Upper Front Range: Kevin Ross, Evan Pinkham

Southern Ute: None

Ute Mountain Ute: None

Federal Highway Administration: None

Federal Transit Administration: Emma Belmont

Transportation Commissioners: Todd Masters, Eula Adams, Barb Bowman,

Welcome and Roll-Call - Gary Beedy, STAC Chair

The meeting commenced at approximately 8:30 am. Erik Sabina, CDOT Division of Transportation Development Deputy Director, took attendance and confirmed a quorum of STAC members was in attendance.

Public Comment (3 minutes allotted per speaker, 45 minutes in total) - Gary Beedy, STAC Chair

- No public comments.

Approval of the February 2025 Meeting Minutes - Gary Beedy, STAC Chair

- Chair Beedy requested a motion to approve the February STAC meeting minutes.

STAC Action: STAC members approved the February meeting minutes following a motion for approval.

CDOT Update on Current Events (Informational Update) - Herman Stockinger, CDOT Deputy Director

- Future TC Agenda items include:
 - Adopting the future budget for the Bridge and Tunnel Enterprise (BTE) and the Fuels Impact Enterprise.
 - The SB-184 Report outlining the potential for a joint service operation from Denver to Fort Collins was sent in to the Legislature, and there is an upcoming joint workshop with CTIO related to this.
 - Discussing the Grand Valley MPO GHG Report
 - Further discussion about the Bridge and Tunnel Enterprise Bonds, of which some are issued, but there are more necessary to fill the budget gap.
 - Further discussion on the Statewide Plan update
 - The TPR led Telephone Town Halls that are upcoming in April and May, and the Statewide Plan Survey that will be released alongside.
 - The upcoming Safe Routes to School Program awards, which the Transportation Commission is to approve following an informational workshop.

Transportation Commission Report (Informational Update) - Gary Beedy, STAC Chair

- During the last TC meeting, key discussion topics included the Floyd Hill funding gap and how to utilize multiple potential funding sources to fill it, the bridge repair supplement request in Region 5, and the Traffic Safety Program regarding CTIO funding assistance for the Courtesy Patrol.

TPR Representative and Federal Partners Reports (Informational Update) - STAC Members and Federal Partners

- **Central Front Range:** None.
- **Eastern:** Eastern TPR rescheduled their meeting to next week, where they will go through and decide on their Long-Range Plan project list and MMOF grant selections.

- **Pikes Peak:** During last month's meeting, PPACG adopted their 2050 Long-Range Plan, which includes a Specialized Human Services Transportation Plan and a Long-Range Transit Plan. They also worked with the Transportation Commission on the GHG projections for that plan. Lastly, many projects in the region are progressing smoothly.
- **Intermountain:** None.
- **San Luis Valley:** During their last meeting they continued the priority planning process, and they are anticipating an upcoming big wildlife mitigation project east of Fort Garland.
- **Southwest:** None.
- **Pueblo:** During their Board meeting last week they approved an \$11.5 million grant for electric vehicle (EV) charging infrastructure at low income housing and other community sites, as well as approving PM1 safety targets, for which they went with their own safety targets. They provided comments to the Front Range Passenger Rail Station Study and heard a presentation from CDOT about the US 50 shift that adds passing lanes from Pueblo to Kansas. Lastly, they have opened their Multimodal Transportation and Mitigation Options (MMOF) call for projects with drafts due March 26 and the City kicked off its Safety Action Plan.
- **DRCOG:** At their last meeting, the Board adopted 2025 Federal Safety And Bridge Condition Targets, heard a presentation from the Air Quality Council that provided an update on the Denver Metro and Front Range Area and previewed developing and indirect sources. There was an update on the Parker Road State Highway 83 Multimodal Corridor with recommendations to focus on safety, operational, and multimodal improvements in the corridor.
- **Gunnison Valley:** They awarded four projects at their MMOF meeting, but are currently waiting on the Safe Routes to School Program to announce their selections to determine available funding amounts. In planning meeting #3 they worked out some language and approved priority projects for Regions 3 and 5. Planning meeting #4 is in May.
- **South Central:** In the last meeting, SCTPR held officer elections, adopted new bylaws, and worked through the project prioritization list for the Long-Range Plan. Members had questions about projects retained from the last iteration of the plan that will change priority and how funding assignments may change based upon this.
- **Northwest:** They will be sending out a draft of the TPR's 2050 Regional Transportation Plan via email soon, and are currently forming a committee to handle MMOF project selections. US 40 is having issues with waterflow across the road, and has reported a high number of rollovers and crashes recently.
- **Upper Front Range:** UFRTPR has a meeting later today where they will look at MMOF projects proposals and award the 4 projects they have decided to move forward with.

They are also working on their priority project list, which they will be discussing later today and coming up with a final list for the 2050 Regional Transportation Plan (RTP) update. They will also hear an update from CDOT on the 2050 RTP and Statewide Plan and discuss STAC representation.

- **Grand Valley:** GVMPO is finishing up their Long-Range Plan draft and will be holding an open house next week. They are taking their GHG report to the Transportation Commission later this month and IAC this week. They opened up the call for MMOF and Carbon Reduction Program (CRP) Projects with applications due April 18th. There was no Board meeting last month, as they did a site visit to the new fleet maintenance facility construction site instead, which will be complete in the latter half of the summer.
- **North Front Range:** At the last meeting, the council approved the MPO's 2021 to 2025 Safety Targets, and again went with regionally based targets in addition to supporting the state targets. The Planning Council approved the 2024 call for MMOF projects and six projects were approved for funding. They also approved, at the MPO level, the Weld County request for match reduction for their On-Demand Transportation Program project and the FY23-24 and FY25 Transfort Program of Projects.
- **Southeast:** SETPR successfully worked through their priority project list at their last meeting. The next meeting is on April 23rd, by which time they will have a draft to review.
- **Southern Ute:** None.
- **Mountain Ute:** None.
- **Federal Highway Administration:** None.
- **Federal Transit Administration:** None.

Legislative Report (Informational Update) - Emily Haddaway and Jamie Grim, CDOT Office of Policy and Government Relations

General Legislative Update

- We are almost halfway through the legislative session. CDOT went back in front of the Joint Budget Committee (JBC) on Monday, where the budget remains a top priority, and answered some questions raised during the figure setting meeting and advocated for the reduced budget cut proposal. At this point, everything is still on the table and being explored. Additionally, a line of questioning about CTIO and MMOF was answered and spoke on the request to roll-forward-authority. Updates and movement should be coming soon, as formal comebacks will be approaching quickly, but there are many pieces still in play.

State Legislative Update

- CDOT is supporting SB-25-69, which they have testified for and are awaiting appropriations. SB-25-161 has passed the Committee. There is an SB-25-030 amendment coming that will scale back requirements and focus on expanding transportation options by identifying existing gaps rather than setting formal mode choice goals.
- CDOT is opposing HB-25-1127, which would allow for the registration and usage of surplus military vehicles, as the State Patrol has concerns regarding safety and pavement impacts. CDOT also opposes HB-25-1122, which prohibits automated commercial motor vehicle systems from operating without a CDL licensed driver, due to concerns about stifling technology development. CDOT also recently testified on bills that would repeal various fees, including BS 25-117: the Road Usage fee, the Bridge and Tunnel Impact fee, the Short-term Vehicle Rental fee, the passenger per-ride fees on car share rides imposed by the state, the Clean Fleet Enterprise, and the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME), and the waste tire enterprise fee. Additionally the bill repeals the the Waste Tire Enterprise, July 1, 2025, and additional requirements for NAAPME.
- HB-25-1228, regarding best value design-build in transportation projects, is being monitored due to concerns with language and definitions. The existing language feels narrow and difficult to comply with, so CDOT is working with sponsors on amendments and is currently neutral. CDOT is also determining the position on HB-25-1286.

Federal Legislative Update

- The President made a joint statement to Congress on Tuesday night, and relevant topics focused on the FAA and the recent aviation accidents and workforce cuts. Next Friday, March 14th, there is a possible government shutdown, although there will most likely be another continuing resolution put into place that would extend through the end of the Fiscal Year. Grant agreements that are awaiting approval and environmental agreements are still on pause, but at this point it is past the initial 30 days outlined by the administration, so there should be movement soon.

FY25-26 Final Annual Budget Overview (Action Item) - Jeff Sudmeier, CDOT Chief Financial Officer, Bethany Nicholas, Deputy CFO

Overview of CDOT FY25-26 Annual Budget

- This presentation provided an overview of the projected revenues for the FY25-26 budget, with the full revenue forecast report published on CDOT website
- The total revenue available for allocation for CDOT and all the enterprises is \$2.2 billion, with 36.4% from Federal sources (\$803.3 million), 30% from the Highway Users Tax Fund (HUTF) (\$660.8 million), 8.2% from the Bridge and Tunnel Enterprise (BTE) (\$181.4 million), 12.6% from other state funds (\$277.5 million), 2% from legislative initiatives (\$43.5 million), and 10.8% from CTIO (\$235 million).
- The allocation breakdown is as follows: 9% towards Multimodal Services (\$193.2 million), 9.2% towards Administration and Agency Operations (\$202.1 million), 9.1%

towards Other Programs, Debt Service, and Contingency Funding (\$199.5 million), 36.5% towards Capital Construction (\$804.9 million), 19.5% towards Maintenance and Operations (\$430.8 million), and 17% towards Suballocated Programs (\$374.1 million).

- The full narrative and [revenue allocation document](#), with appendices, is posted on the CDOT website.
- There will be a request resolution to approve the budget at the next Transportation Commission meeting.
- The proposed changes to the budget reduction were reviewed. These proposed changes to the General Fund Transfer would result in reductions increasing by roughly \$25 million annually in FY26 and FY27, and then decrease in the out years, with a \$50 increase in total General Fund Transfer over the current proposal in FY33, which works out to be a net neutral situation.
- Of the \$145 million transfer, \$10 million goes to Bustang, \$15 million to the Contingency Fund, with \$121 million left. In this scenario, the 10-Year Plan allocations drop to \$95 million.
- However, this would result in larger (\$43.2 million) increases in funding to FASTER and Asset Management due to reduced budget reductions.
- DAF will incorporate the estimated Roll-Forwards into the Revenue Allocation Plan and the Transportation Committee will be asked to review and adopt the FY25-26 Annual Budget Allocation Plan in March, the approved FY25-26 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and the Legislature in April, in June the Governor will approve the budget, and budget will be effective and in the system by July 1, the beginning of State FY 2026.

Discussion:

- Representative Papsdorf asked for clarification on the 10-Year Plan line item that appears to show a \$25 million reduction, as opposed to a \$100 million reduction from this current year. It was clarified that the funds related to the 10-Year Plan vary year to year, and the majority of the \$100 million General Fund Transfer is going to the 10-Year Plan. The primary driver seen here is the proposed reduction associated with the General Fund Transfer, with the General Fund Reduction consisting of \$65 million and the rest consisting of Federal funding adjustments. Federal funds are allocated in a waterfall approach, first allocated to Asset Management programs, and then Debt Service, with the residual allocated to the 10-Year Plan. Due to budget cuts and adjustments, a smaller residual Federal amount is shown here for the 10-Year Plan.
- STAC Vice Chair Williams asked if CTIO has always been included in the main budget as a dedicated revenue source. While there are separate budgets for each enterprise, the summary budget for all of CDOT operations shows a rolled up budget from CTIO representing all of the enterprises.
- Chair Beedy asked about the off-the-top funding that goes to State Patrol, and wanted to know where to find the numbers showing how much is being skimmed off initially to be directed to those sources. The response was that this information can be seen in the full forecast report and budget document on the CDOT website.

STAC Action: Representative Byrd motioned to advise the TC to approve the proposed budget, with a second from Representative Pettit. The motion was approved unanimously.

GHG Modeling Data Overview (Informational Item) - Erik Sabina, DTD Deputy Director

- CDOT's Travel Model and GHG Analysis utilizes data from a range of sources, including travel diaries and surveys, traffic counts, demographics and census data, transit information, etc.
- The travel diary survey, which is not self-selected, asks participants for data on what they did over an assigned period. These studies are big and expensive and thus do not happen very often. CDOT is performing a statewide one right now, which is currently at 105% of the data target and will have surveyed 50,000 people when done. It must be monitored and adjusted as it progresses so that responses are a representative sample of Coloradans, geographically and demographically.
- The Travel Model is actually a number of models all strung together, and step-by-step it builds off the travel diary information to build a travel diary for each person in the state.
- The point of the model is to run what-if tests and run scenarios of possible futures, including comparing one set of projects to another, based on forecasts of population, jobs, planned highway and transit projects, and future development.
- It can be thought of as a sort of Google Earth, showing all the households, commercial buildings, roads and bus routes, and passenger rail lines at a specific address.
- The model chooses a travel mode using a discrete choice model and calculates scores for each of a set of possible modes. These scores combine various characteristics that are important to people's choices, and the choice with the highest score is most likely to be chosen. The values of coefficients for each characteristic are assigned through maximum likelihood estimation based on the survey data from travel diaries
- Key mode outputs include traffic on roads, speeds on roads, and transit ridership, and these outputs are checked against actual numbers and adjustments are made if model outputs do not match actual counts or speeds. CDOT works with the Statewide Modeling Coordination Group to check their work.
- CDOT cannot just measure GHG emissions, due to the millions of vehicles driving billions of miles, as the scale is too large, although CDPHE is working on ways to better measure/estimate. Currently, the EPA "MOVES" tool estimates CO2 emitted per mile based upon type of vehicle and by estimating the Travel Model's estimate of miles driven, we can obtain an estimate of total GHG emissions.
- Per-capita Vehicle Miles Traveled (VMT) began to drop in the mid 2000's, although Annual VMT is still rising.
- Total fuel sales and fuel sales per person are slowly decreasing as the proportion of EVs as new vehicle sales is rising.

Discussion

- Chair Beedy brought up the inflow and outflow of workforce in a county, and asked how the Travel Model takes into account county level data and adjusts for cross county travel. One piece of the model is a location choice model, which asks for each employed person, where are they going to choose where their employment is? This accounts for the number of jobs and the number of people in each county, aligning with the number of those who choose to work in another county. The US Census has “journey to work” data to determine where one’s work is at a county level, which shows county workflows. The model is checked against this.

Other Business - Gary Beedy, STAC Chair

- No other business.

The meeting commenced at 10:28 am.

Next STAC Meeting

- Next STAC meeting is scheduled for April 3, 2025 at 8:30 am
- If anything does come up related to STAC in the interim, including the 2050 SWP TC Subcommittee updates, they will be communicated to the STAC members via email.
- Chair Beedy’s email is garybeedy@gmail.com if there is anything that arises that needs consideration by the STAC membership.

Transportation Commission (TC) Notes

March 19th-20th, 2025

Workshops

March 19th, 2025

1:00 pm - 5:00 pm

Attendance:

Nine Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Commissioners: Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, Todd Masters, Cecil Gutierrez, Hannah Parsons. Commissioners Yessica Holguiin and Rick Ridder were excused.

Transportation Commission Workshops

1. Joint Workshop and Lunch with CTIO- SB 184 Joint Service Update - Diane Barrett (special advisor to the Governor), Del Walker (HNTB), Tom Rousakis (EY), Maux Sullivan, Assistant Director, Passenger Rail

Purpose and Action:

To provide an overview of the Joint Service Legislative Report. In the spring of 2024, the Colorado General Assembly adopted Senate Bill 24-184. The Bill contains a legislative mandate to CDOT (including CTIO and CTE), the Regional Transportation District (RTD) and the Front Range Passenger Rail District (FRPRD) to work together to implement the completion of construction and operation of the Northwest Fixed Guideway Corridor, including an extension of the corridor to Fort Collins as the first portion of Front Range Passenger Rail. The presentation outlined the content of that plan, as submitted to the Colorado State Legislature on March 1, 2025. No action was requested, it was an information item only.

- Joint service aims to reduce costs, speed up the FRPR process, and increase efficiency.
- Lowest cost option comes to \$885 million, with the contingency approach coming to \$785 million.
- Annual operating cost is estimated to be \$32 million in the first year of operation, inflating up to \$59 million in 2050.
- Funding sources include SB-184 and SB-230, as well as the SB-230 Clean Transit Enterprise Fund.

Discussion:

- Vice Chair Adams asked how this may affect The Regional Transportation District's (RTD's) capability to fund their operations as it draws down a significant amount of their funding reserves. However, in the presentation, the funding gap is identified as potentially being filled by RTD funding, and is not an actual part of the funding plan.
- Commissioner Gutierrez asked for clarification on the anticipated date of completion and start of service. The goal is 2029.
- Commissioner Cook asked about keeping the right of way within the existing BNSF property to change the National Environment Policy Act (NEPA) requirements. This concept has to do with the proposal of off-main-line platforms. She also pointed to the success of the Winter Park Ski Train as a marker of potential viability, and expressed support for going with the more conservative lowest cost benchmark.
- Vice Chair Adams asked about the preliminary route and the current 90mph rating for the rail bed, and wanted to know if the railbed needed to be upgraded for this project, and the scope of that project if it needed to happen. There are costs associated with rail bed upgrades included in the cost overview. However, additional surveys will need to be done to fully determine the need for this type of work.
- Commissioner Stuart thanked the team for this work, and pointed to her past dedication to promoting rail service and fast tracks. She sees this as an opportunity to complete a project that has seen support for decades but has lacked the funding to implement.
- Commissioner Garcia asked about the funding gap and the strategy and next steps to address that. Next steps are continuing to follow up with various boards and discuss and begin formal committee processes to determine funding contributions.
- Commissioner Gutierrez asked about 184 and 230 revenues, and if they will be going to those boards to request funding. While yes, the funding request will not be a large lump sum, rather a series of requests. In terms of the timeline for these requests, it is still being developed but delays are a concern, so will be adopting a strict timeline.
- Chair Hart commended the team for this work.

2. Grand Valley MPO GHG Transportation Report - Darius Pakbaz, Dana Brosig (GVMPO)

Purpose and Action:

- The Grand Valley Metropolitan Planning Organization (GVMPO) has been designated as the Metropolitan Planning Organization (MPO) for the Grand Valley Urbanized Area, as outlined in Chapter 23, Section 134 of the Code of Federal Regulations. The GVMPO is in attainment for air quality conformity and per these regulations, is required to develop a regional transportation plan that is no more than 5 years old and has a horizon year no less than 20 years into the future. As required by SB21-260, GVMPO must comply with State of Colorado Rule 2 CCR 601-22 that outlines emission reduction levels for the GVMPO area for the 2030, 2040, and 2050 analysis years.
- Changes since the 2045 RTP include almost 40 miles of multimodal transportation systems either completed, in design, or under construction, adoption of new Active Transportation Impact Fees by the City of Grand Junction, and an E-Scooter pilot

project. Other changes include land use and density changes as well as new developments along key corridors and establishment of important community centers.

- Total VMT has decreased. Continued efforts include increasing the frequency of transit service, conducting a funding sustainability study for transit and multimodal transportation system, seeking funding for a Travel Demand Management program, and applying for funding for the development of a Zero Emission Vehicle Transition Plan for Grand Valley Transit, and receiving funding for regionally significant multimodal corridors.
- Anticipated acceptance of the GVMPO Greenhouse Gas (GHG) Report at the April 2025 Transportation Commission Meeting.

Discussion:

- Commissioner Bowman praised the success of the efforts made by the MPO to address emissions.
- Commissioner Stuart appreciated how the presentation illustrated the specific changes made to address emissions and the things happening to lead to those changes.
- Director Lew pointed to the numerous real projects leading to these results. The years spent working on the mobility hub shows the level of commitment to these projects and the well thought through growth plan.
- Vice Chair Adams echoed the comments about the quality of the presentation and mentioned the business community's efforts to bring people back to in-office work, as the data has assumptions based on remote work. Since this report was undertaken recently, and the area has less office and federal jobs than other places, a large future increase in in-office work is not expected. 3. Budget Workshop - Jeff Sudmeier, Bethany Nicholas

3. FY 25 Budget Supplement & Budget Amendment - Jeff Sudmeier and Bethany Nichols

Purpose and Action:

- To request approval of a transfer from the Statewide Infrastructure Bank (SIB) Highway account to the SIB Aviation account for a Grand Junction Airport request for construction of a parking lot and covered parking with solar panels. These projects qualify for both the aeronautics and highways aspect of SIB funding.
- The Division of Accounting and Finance (DAF) is requesting that the TC approve a temporary transfer of the Highway SIB account funds to the Aviation SIB account in the amount of \$3,725,000 to provide enough funds in the Aviation account to accommodate a \$6,500,000 loan in a single transaction for the improvement projects at the Grand Junction Regional Airport.

Discussion:

- The SIB loan program, its purpose and function, was described in terms of how it works to the TC.
- Commissioner Parsons asked how often loans are requested through SIB. It varies depending on the year. The highway SIB loan account is much less utilized, while the aeronautics account usually receives one or two a year.

FY 26 Final Budget

Purpose and Action:

To present the FY 2025-26 Final Annual Budget Allocation Plan for Transportation Commission (TC) adoption. The FY 2025-26 Final Annual Budget totals \$2,202.6 million (including the CDOT enterprises) and allocates:

- \$806.0 M to capital construction programs
- \$430.9 M to maintenance and operations programs
- \$373.7 M to suballocated programs
- \$193.2 M to multimodal and mobility programs
- \$201.2 M to administration and agency operations
- \$197.6 M to debt service, contingency reserve, and other programs

Updated budget packets and appendices are on the [CDOT website](#). There have been some impactful changes to the budget since the last TC meeting. The action requested is for the TC to adopt the FY 2025-26 Final Annual Budget Allocation Plan.

The Joint Budget Committee (JBC) of the Colorado General Assembly voted to approve a proposal where:

- CDOT will retain \$36 million of the General Fund Transfer.
- To eliminate an ongoing General Fund Transfer to the Revitalizing Main Streets (RMS) Program, essentially eliminating its funding beginning in the next fiscal year.
- A sweep/clawback of \$70 million from the Multimodal Options and Mitigation (MMOF) fund balance.
 - CDOT will be working to keep currently underway MMOF projects moving forward, but will also need to work with the TPRs to review project status and potentially delay and push out projects and awards to reconstrain the program to the available funding.
- The JBC did move forward with some other reductions.
- **Please note:** It is important to keep in mind that these are still not official legislative decisions and changes are still possible.

The JBC Tabled:

- A proposal related to the FASTER reduction. This is considered a positive outcome given the alternatives.

Discussion:

- Commissioner Cook asked if the General Fund Transfer reduction is actually at \$39 million or at \$64 million. The revised January proposal increased the General Fund transfer reduction to counteract the FASTER fee proposal, and after some back and forth, the JBC has voted to approve the January proposal, with a \$64 million General Fund transfer reduction.
- Commissioner Garcia is troubled about the MMOF clawback, which was about \$71 million out of the \$300 million total balance and asked for elaboration on the work needed there. Director Lew pointed out that these have always been slower funds to use and thus the balance has not been fully spent down yet. While this program could be more efficient, this scenario is effective in terms of mitigating other reductions.

- A Commissioner asked about any changes that will need to be made in July when this goes into effect. There will be uncertainty until the long bill is passed but until then, the Division of Transportation Development (DTD) is working with each TPR to assess the status of all projects.
- Commissioner Stuart had been watching the process at JBC and was amazed at the work done to address budget reductions, as this scenario is much better than the initial proposed budget, especially as CDOT is just one of many other agencies that are all facing cuts.
- There is a structural issue in Colorado with how funding works, in that the TC will be voting on a “final” budget tomorrow that is actually far from final. There is also a disconnect between CDOT, the legislature, and the public in budget issues.
- It is estimated that there will be \$1.6 billion in roll-forwards, resulting in a total budget of \$3.3 billion across CDOT and the enterprises.

4. Bridge & Tunnel Enterprise Workshop - Patrick Holinda

BTE Series 2025A Revenue Bond Transaction Summary Workshop

Purpose and Action:

Request approval from the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (“Board”) to move forward with the Colorado Bridge and Tunnel Enterprise Infrastructure Revenue Bonds, Series 2025A (“Series 2025A Bonds”) issuance.

Supplemental Bond Indenture is a contract between CDOT and BTE and the trustees, Zion’s Bank, where certain revenues are pledged as repayment for the bond. In this case, the primary pledge is the Bridge Safety Surcharge, in addition to conditional pledges on the Bridge and Tunnel Impact Fee and Bridge and Tunnel Retail Delivery Fee, contingent on the outcome of the Americans for Prosperity lawsuit.

The Bond Resolution Parameters authorizes Executive Director Lew or members of the board to execute documents related to financing and establishes the terms for the transaction within parameters.

Staff is requesting approval from the Board of the attached Approving Resolution for the Colorado Bridge and Tunnel Enterprise Series 2025A Bonds. This resolution provides approval staff to proceed with the transaction if parameters related to the size and final maturity date of the bonds are met. The resolution also grants the Enterprise Director or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents on behalf of the Enterprise.

Discussion:

- Commissioner Garcia mentioned the current volatility in the market and asked if there is any insight or speculation on future rates. There has been some upward movement in the municipal market curve, but right now the pricing for the bonds is scheduled for April 8th, at which point the financials will be locked in.
- Commissioner Gutierrez asked about Certificates of Payment (COPs) and street bank loans, which have been used in the past. At the time the plan of finance was structured, the goal was to balance short term borrowing needs and long term finding

sources for BTE. With the amount we are borrowing and the size of the program, it is difficult to generate a large chunk of proceeds without taking a deep cut out of the program. Additionally, there is not a large advantage in going with a shorter term period. Establishing multiple issuances allows for points to stop and check in before each issuance. BTE is still evaluating a potential third transaction and will be looking at a larger range of options at that time based on borrowing needs.

5. Statewide Plan Update - Darius Pakbaz, Marissa Gaughan

Status of Current Planning Cycle

Purpose and Action:

To provide the Transportation Commission with an update about the Statewide Plan public engagement opportunities, namely the telephone town halls and the public survey, and vision for the next 10-Year Plan. . No formal action is requested at this time.

TC Telephone Town Halls

Purpose:

Structured like a radio talk show, this allows the public to learn and participate in the plan development process by speaking directly to TC Commissioners and other parties. These will be happening throughout April and May.

Statewide Plan Survey

Purpose:

To obtain the thoughts and opinions of the traveling public, centering around PD14 with the addition of safety related questions and a hypothetical budget allocation scenario question.

Updates and Vision for the 10-Year Plan

Purpose:

Current planning funding estimates for delivery of 10-Year Plan projects are between \$200 and \$250 million annually for the first four years of the plan. Adoption of the new 10-Year Plan is anticipated in December 2025, following public engagement efforts.

Discussion:

- Commissioner Cook suggested that residents may be confused by the Northern and Southern Denver Metro Areas jurisdictions, but it was assured that when these events are advertised, there will be more specific details about the boundaries of each jurisdiction
- Commissioner Stuart pointed to the ambiguity of the language in the vision and asked about the distinction between quality and quantity, which is alluded to in the vision as choosing projects that closely support goals and ensure high-quality, highly strategic impacts rather than churning out as many projects as possible.

- Vice Chair Adams asked about the Four-Year Prioritization Process to determine the priorities of the projects, and since it is an ongoing process, what the process is when a project needs to be moved out of the Four-Year Plan. He also inquired about any historic indication of changes made to the Four Year Plan due to projects not being ready, among other circumstances. This plan depends on year of funding over year of delivery, and uncertainty on the specifics of funding and project delivery rises further out into the future. Generally, the mix of projects is usually quite stable within the 4-year window, although there are some smaller shifts in dollars moving and getting reallocated. The plan is based upon revenue, with delivery lagging behind these estimates. In conclusion, the FourYear Plan is largely fixed unless there are some extraordinary circumstances.

6. Safe Routes to School (SRTS) Program and Approval of Grant Awards from the SRTS Advisory Committee - Darius Pakbaz, Medora Bornhoft

Purpose and Action:

To summarize information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2025 (FY 25) and 2026 (FY 26). Pursuant to 43-1-1604 C.R.S., which states that the Commission shall award grants under the Safe Routes to School program, CDOT staff is presenting the list of proposed grant awards for FY2025 and FY2026 as recommended by the SRTS Advisory Committee established in state statute. The total funding request amount was \$13 million, and there is \$8 million in SRTS funding available to award. The requested action is an informational item only in March; anticipating a discussion during the April STAC meeting and requesting TC approval of SRTS grant awards at the April meeting.

Discussion:

- Commissioner Garcia abstained from discussion on this due to involvement in the program.
- Commissioner Stuart asked about the 11 projects that were not recommended for funding. Applicants are required to submit lots of data, photos, maps, etc, and the project team provides a lot of resources for potential applicants in putting this information together. Some projects were not funded due to missing information in the application, not being the best fit for this specific grant program, or were simply not quite ready yet, since shovel-readiness is an important aspect of this program. Staff also provide lots of resources for applicants who are not selected either, whether connecting them with more appropriate programs or providing application guidance for the next round.
- Commissioner Gutierrez asked about the match requirement for the program and the status of future federal funding. The standard match rate is 20%, with most projects contributing that. However, the program does use the MMOF match reduction formula, with 4 of the 12 selected applicants qualifying. The funds come from the TAP formula funding program, which is not a discretionary grant that can be pulled easily. Commissioner Gutierrez also pointed to the student involvement happening in Loveland, which is not standard or required, but that sort of community education and involvement is important to SRTS.

- This program application process is designed to support communities who may not have the resources to fully support and participate in SRTS, such as first time applicants and small communities. This program is implemented in partnership with the National Safe Routes Partnership for additional technical assistance, as well as Colorado Department of Health and Environment (CDPHE), who provides a small amount of funding to support these communities. There are group meetings and one-on-one meetings and the goal is to identify and execute quick wins to get initiatives off the ground.
- Commissioner Bowman asked how long CDOT has funded this program, which has been 20 years, since 2005.

7. Region 1 Debris and Cleanup Update - Jessica Myklebust

Purpose and Action:

To present results of TC contingency funding from FY 22 to support Region 1 Teams with debris and clean up. In 2022, Region 1 determined that due to the challenges, safety, and morale of Region 1 professional maintainers, it was in the best interest to have an external service support. CDOT has engaged an outside contractor to support cleanup of homeless encampment sites and illegal dumping areas. The presentation included the process and planning steps for camp clean-ups, as well as some specific instances of how the funding was used. It also touched on the Colorado Correctional Industries debris removal team and the large debris removal team. Region 1 Section 5 has utilized the full \$1 million dollars previously designated by the TC in 2022 and would like to present the results of the program and support from TC. No action is requested, the workshop was informational only.

Discussion:

- Vice Chair Adams, Commissioner Bowman, and Commissioner Gutierrez expressed gratitude to this team and their work.
- Commissioner Stuart appreciates the collaboration that upholds these efforts.
- Commissioner Cook and Commissioner Gutierrez echoed earlier comments and pointed to the safety issues for people in the area.
- Chair Hart pointed to the efforts made to cooperate with various agencies to address this issue.

Transportation Commission Regular Meeting

March 20th, 2025

Call to Order, Roll Call

Nine Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Commissioners: Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, Todd Masters, Cecil ierez, Hannah Parsons. Commissioners Todd Masters, Yessica Holguiin and Rick Ridder were excused.

Public Comments

- Tom Peterson, Executive Director of the Colorado Asphalt Pavement Association, spotlighted the achievements of CDOT staff and delivering the 2024 Asphalt Pavement Program and awards. He also pointed to the overarching success of partnership projects. Mayor Whitney Oakley, of the Town of Bennet, shared the Town's commitment to safety and enhancement and the desire to strengthen their partnership with CDOT. They have concerns with the lack of communication between CDOT and the Town, and feel they are not a priority to CDOT, and that there has been a lack of support from staff. They keep facing delays that affect their project approvals and grant delivery. They are calling for answers to these concerns, and for action to be taken.
- Town of Bennett Trustee, Denice Smith, has been working with CDOT to increase student safety, and is calling for crosswalks, better signals, etc, before an injury occurs. Bennett has been trying to move projects forward but feels that CDOT is obstructing these efforts.
- Renée Larrate, Conservation Colorado Climate and Transportation Campaign Manager, is urging CDOT to uphold PD14 goals and the dedication to safety, climate responsibilities, efficient budgeting and prioritizing maintaining existing infrastructure rather than expanding highways further. She also points to the success of multimodal investments in strengthening the transportation system with regards to the environment. She calls for a clearer description of the funding that is going towards expansion versus maintenance projects.
- Alana Miller, of the Natural Resources Defense Council (NRDC), supported the previous comment and points to the imbalance in funding going towards highway expansion and states that Colorado ranks 30th in the country for transit spending, far below the national average. Their report finds that Colorado is among the top 10 states for traffic related injuries and fatalities for cyclists and pedestrians. She is urging CDOT to further expand options and improve transparency in budget allocations
- Matt Frommer from Southwest Energy Efficiency Project (SWEET) urges CDOT to uphold the current PD14 goals, and align spending with these values, prioritizing cost effective strategies that move people in ways other than single occupancy vehicles. Matt also called for the prioritization of maintenance and transit projects over expansion projects.

Comments of the Chair and Commissioners

- Commissioner Masters attended this month's STAC and Eastern TPR meetings and was amazed by the collaboration in the plan development process and navigating budget shortfalls. He provided a reminder that the start of spring comes along with pothole repair and that it's a law to move over for workers, out of consideration for their safety and ability to do their jobs. For the love of safety, slow down and pay attention.
- Commissioner Bowman thanked Julie Constan and her staff for clearing the Wolf Creek Pass, and provided a shoutout to the snowplow drivers, appreciated the update on the Joint Starter Service Passenger Rail, thanked the Region 1 Cleanup Team, and Dana Brosig for the work on the GVMPO greenhouse gas (GHG) Report.

- Commissioner Garcia thanked the public comments and echoed Commissioner Bowman's comments, acknowledging snow plow drivers, but was traveling for much of the month so not much to report.
- Commissioner Cook echoed many of Bowman's comments about the presentations from the workshop. DRCOG's Regional Transportation Committee (RTC) was this week, with no action items, but he said it was impressive how coordinated the 10-Year Plan Development was. He noted the difficulties with rezoning in some of the action plans and the lack of an easy way to access information regarding zoning and land use.
- Commissioner Stuart thanked the mayor and trustee of Bennett and pointed to the meeting scheduled between the Director and Deputy Director of R1 with representatives from Bennett. She also brought up the Statewide and 10-Year Plan updates and pointed to the telephone town halls as opportunities for public involvement and sharing concerns.
- Commissioner Parsons attended the PPACG MPO meeting and stakeholder breakfast, and said that many common questions cannot be answered yet, as they involve the federal administration and the JBC. She called out the maintenance issues and concerns shared by many communities, and thus appreciated the R1 Camp Cleanup presentation from yesterday's workshop.
- Commissioner Gutierrez attended a number of meetings over the last several weeks and pointed to the amount of planning and study taking place that is crucial in the development of plans. Everyone in these organizations has an understanding of budget constraints and the difficulty they impose. He took a field trip to Morgan County to check out the area's roads and issues and looks forward to engaging more with folks out there, where maintenance is a key factor.
- Commission Vice Chair Adams echoed comments of fellow Commissioners in thanking the public for coming forward, and stated that no community is so small that we wouldn't want to hear their comments and try to respond, in response to the public comments from the Town of Bennett. He also thanked CDOT staff that sometimes put themselves in harm's way and reminded everyone to slow down and stay safe. He also welcomed Shawn Smith, as the Director of CDOT Maintenance and Operations, and expressed excitement about working with him in the future.
- Commission Chair Hart thanked CDOT staff and the incredible conversations being had internally and with the JBC. It is a particularly challenging year from a financial perspective, both at the federal and state levels, and so much work is being done to ensure that CDOT has the resources to do the work it needs to do. It is difficult to balance duties while facing shrinking budgets. He also reiterated earlier comments about safety and the unique issues that Colorado faces.

Executive Director's Management Report - Shoshana Lew

- Executive Director Lew thanked Shawn Smith and is looking forward to working with him, especially during this difficult time of year. Region 1, Section 5 was also recognized and thanked for their work. She brought up the current budget process with JBC, during which CDOT staff testified three times.

Chief Engineer's Report - Keith Stefanik

- Chief Engineer Stefanik attended several meetings, including a Transportation Core Curriculum kickoff meeting. He met with the Region 5 staff for Engineer Day, and said it was great to meet with them and talk about some core issues related to the capital construction program. He has been working closely with CDOT Division of Transportation Development (DTD) to provide tools and data for the 10-Year Plan Development. In a recent meeting with the Colorado Contractors Association, they walked through a new tool, an automated version of a “go-sheet”, which is designed to give contracting community information on upcoming projects. The Chief Engineer's Office is working on backfilling some positions, as the State Bridge Engineer, Patrick Holinda, is moving on from CDOT. He thanked Patrick for his work and is looking forward to future collaboration with the next State Bridge Engineer.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- Current work includes the Joint Workshop, the advanced partnership with the Regional Transportation District (RTD) and Front Range Passenger Rail (FRPR) Commission, work on the SB-184, and expansion of the Winter Park Ski Train for the season, which will be wrapping up in the next few weeks. The Ski Train saw a 150% increase in bookings over the season and a reduction of fares by almost 50%. They hope to be able to expand this partnership in the future. There was also a Board meeting offsite for the Joint Workshop, which approved the Fee For Service Interagency Agreement and the new FY 2025-2026 budget.

Legislative Update - Emily Haddaway

- There have been many budget updates this week, with some relief coming as information about next steps is becoming clearer. These budget cut decisions are not being taken lightly, and there is still a lot of work to be done on the long bill. Some of the biggest changes are in relation to the General Fund transfers, although the FASTER safety fees have been left untouched. Some changes will be included in the long bill, but there will also be an accompanying satellite bill accounting for other changes being introduced in the coming days. There is still conversation about sweeping some of the funding from the MMOF fund. Crash Prevention Enterprise legislation was introduced to create a new enterprise dedicating funding to Vulnerable Road User safety and wildlife projects. The Mode Choice bill is awaiting appropriations but it appears that many are now comfortable with the current bill's focus on bridging existing gaps. The Motorcycle Operator Safety Training sunset was also discussed, and its importance was noted. All five members of the Aeronautics Board have gone through confirmation hearings and three members of the Clean Transit Enterprise Board will have their confirmation hearings on April 2nd.

Discussion

- Commissioner Bowman thanked Emily and the team for their work.
- Commissioner Gutierrez inquired about the potential statewide impact the transmission line bill will have and if it is moving forward. The bill establishes criteria for the development of utility corridors and requires a study on state highway

corridors and high voltage transmission development. Commissioner Gutierrez does not see that as a necessary bill for the state due to the limited number of places where this sort of project is feasible. There have been conversations with the coalitions about viable corridors for these projects, and CDOT will not support projects that have any impacts on other operations and safety. Most would agree that most corridors are not eligible for these projects, and this bill is designed to channel projects through existing processes.

Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy, STAC Chair

- At the last STAC meeting they recommended budget approval to the TC, especially with FASTER reductions off the table. They also discussed the GHG modeling overview, the 10-Year Plan and survey review, and noted that the way it is structured leaves no way for the public to say they disagree with any of the priorities. The survey should include a way for the public to show that they may or may not even support the state's priorities. In general, system quality and preservation is a shared priority, but there is that underlying budget shortfall resulting from not adequately addressing and maintaining potential funding sources from transportation to increase revenue and funding.
- STAC Chair Beedy also commented on the growth seen in Bennett and the concerns related to the railroad and the highways/interstates, and agrees that there has not been a lot of emphasis on their issues. Many communities across the state face this same issue, and thus he encourages the Commission to listen to all of these communities and represent the voices and input from across Colorado.
- He also brought up the bridge that was mentioned at last meeting that showed up on the news for causing flat tires and raised questions about why CDOT is not being more proactive and preventative in maintenance, such as actually sealing bridges rather than just filling potholes. There is a need to look at getting a higher quantity of projects out as the system continues to deteriorate. A focus on bicycle and pedestrian infrastructure will not address the need for roadway maintenance.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of February 20, 2025
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal _5 and 5B and PE4_SH119 & 52_Boulder
- Proposed Resolution #4: Disposal Parcels 24A-EX, 24B-EX, 24C-EX, 24D-EX, W Dartmouth & Galapago St, Englewood
- Proposed Resolution #5: US6 Devolution to the City of Glenwood Springs
- Proposed Resolution #6: STIP Policy Amendment #4, US 50 "SHIFT" Passing Lanes
- Proposed Resolution #7: Repeal Policy Directive 1260.0 CDOT Training & Development Policy

Discussion:

- Commissioner Garcia asked for discussion and clarification on Proposed Resolution #7. For a while, policies and procedural directives were created in conjunction, but more recently, this process does not always make sense. Training for CDOT staff is under the purview of the Executive Directive and is not a policy issue, thus leading to a proposed repeal.

A motion by a Commissioner was raised to approve, and seconded by another Commissioner. This motion passed unanimously.

Discuss and Act on Proposed Resolution #8: FY 2025-26 CTIO-CDOT Fee for Service Intra Agency Agreement - Piper Darlington

Authorizing the Intraagency Agreement, which documents the scope of the work and payment either entity receives for work where there is not a nexus to utilize toll funding or other fee revenues. The proposed amount is included in the budget.

A motion by Commissioner Adams was raised to approve, and seconded by another Commissioner, and passed unanimously.

Discuss and Act on Proposed Resolution #9: 6th Budget Supplement of FY 25 - Jeff Sudmeier and Bethany Nicholas

The March budget supplement includes 4 requests.

1. Region 1 requests to advance a project planned for the out-years of the 10-Year Plan, a regionwide signal and ramp meter upgrade project that has been accelerated due to technology deadlines from the Office of Information Technology. They are able to cover \$1.9 million out of the \$8.3 million total cost, but will need the remaining balance of \$6.3 million advanced from the out-years and will defer \$6.3 million from the I-70 Metro West Bridge Project to cover this.
2. Request from Region 4 to allocate an additional \$9.1 million in 10-Year Plan Strategic Funding to the I-70 Corridor Improvements and Preservation Project, increasing the scope to include both east- and westbound directions.
3. Second request from Region 4 to reallocate \$8.1 million in FY27 funds to the US-287 Passing Lanes projects. Previous TC action brought money forward, but savings from another project will allow the region to push the dollars back to the initial allocation.
4. Region 3 requests an increase in the construction phase budget for the US 6 project to account for differing site conditions. Funds are available from savings from other 10-Year Plan projects.

A motion by a Commissioner was raised to approve, and seconded by another Commissioner, and passed unanimously.

Discuss and Act on Proposed Resolution #10: 6th Budget Supplement of FY 25 - Jeff Sudmeier and Bethany Nicholas

Request to approve resolution to authorize a transfer of \$3.725 million from the SIB highway account to the SIB aeronautics account to execute a single loan of \$6.5 million out of the aeronautics account for the Grand Junction Airport. Repayments will go back into the highways account and should be repaid by next year.

A motion by a Commissioner was raised to approve, and seconded by another Commissioner, and passed unanimously.

Discuss and Act on Proposed Resolution #11: Final FY2025-26 CDOT Budget Allocation Plan for Adoption - Jeff Sudmeier and Bethany Nicholas

Requesting approval after discussion and review in workshops over the past 6 months. The updated budget reflects the status of CDOT proposals in front of the JBC. While things are still in flux, there is a statutory deadline to approve the budget. It is anticipated that amendments will occur at the start of the new fiscal year in July to align with the final state budget.

Discussion:

- Commissioner Garcia asked where a budget of \$2.2 billion ranks in past CDOT budgets. This budget is comparable to past years, with increases in some areas and decreases in other areas. The number is the same, but the composition has changed, with less for CDOT and more for the enterprises.
- Vice Chair Adams commended the work done to create and work with this budget.
- Commissioner Stuart stated that she was not planning on approving this budget, and commended the work done to make the best of the situation. She expressed frustration at the funding difficulties experienced over the years, and that the public does not want to fund the things we need to do.

A motion by Commissioner Adams was raised to approve, and seconded by another Commissioner, and passed unanimously.

Recognition for CDOT staff for assisting law enforcement during a high-speed pursuit on I-70 - Shawn Smith

- Chair Hart expressed his gratitude and pride in this team.
- Vice Chair Adams applauded their bravery and courage.
- Commissioners Bowman, Cook, Stuart, Gutierrez all commended the coordination, quick thinking, and dedication shown here and every day.

Other Matters

- None

Adjournment

The meeting was adjourned at approximately 10:45 am.

The next Transportation Commission meetings, workshops and regular meeting will be held on April 16th and 17th.

The Bridge and Tunnel Enterprise Board of Directors Meeting

Roll Call: Directors Cook, Stuart, Garcia, Bowman, Gutierrez, Parsons, Masters, Vice Chair Adams, Chair Hart.

Act on Consent Agenda

Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of November, 2024

A motion to approve was raised and seconded, and the motion passed unanimously.

Discuss and Act on Proposed Resolution #BTE2: BTE Series 2025A Revenue Bond Transaction Parameters - Patrick Holinda

Purpose and Action:

Requesting approval after providing bond insurance information for a bond that is part of a larger plan of finance in which the Enterprise contemplates \$400 to \$500 million in total funding over two to three tranches to meet its 10-Year Plan Funding Commitments to critical statewide projects. The Parameters Resolution provides Board authorization to proceed with the bond transaction assuming it does not exceed the par amount of \$250 million and will not extend beyond the final maturity date of December 31, 2055. Approval of this resolution serves as Board approval of the bond documents and approval for the use and distribution of the preliminary statement and distribution of official statement.

Another item is a budget supplement focused on the Floyd Hill Construction Package.

Discussion:

- Director Garcia echoed Chief Engineer Stefanik's comments on the preparedness of this team and willingness to answer questions.

A motion to approve was raised and seconded, and the motion passed unanimously.

Discuss and Act on Proposed Resolution #BTE3: BTE 5th Budget Supplement FY2024-25 - Patrick Holinda

This month's request includes three items.

1. Region 1 requests \$240 million in BTE funds to establish the construction phase for Floyd Hill package 4, which brings the total funding commitment for all packages to

just under \$300 million. This is composed of \$225 million from Series 2025a Infrastructure Revenue Bonds, \$1.6 million from Series 2024a Infrastructure Revenue Bond Interest Earnings, \$14 million from SB-260 Bridge and Tunnel fees.

2. Region 1 to increase the design phase budget for the I-270 critical bridge project in Adams County, bringing the total budget to just over \$8 million, This is being funded incrementally due to the size and complexity of the project. The current need is to bring the design from 30% to 60%. If approved, this will be funded through the FASTER bridge safety surcharge.
3. The third request is to increase the design phase budget for the US-6 bridge replacement project in Garfield County by \$146,000, bringing the total design phase budget to just over \$1.1 million. This would be funded through the Bride Safety Surcharge.

A motion was raised by Director Stuart and seconded, the motion was approved unanimously.

Discuss and Act on Proposed Resolution #BTE4: Final FY2025-26 BTE Budget Allocation Plan for Adoption - Katie Carlson

Notable changes include the updated revenue forecast that reflects the elimination of the Build America Bonds (BAB) subsidy and the impact fee reduction due to the fuel forecast. This was a reduction in revenue of about \$6 million. To balance this, adjustments included the addition of new BTE staff and reduction of the Consultant Support Program, updating the debt service line to reflect the refunding of the 2010 BABs transaction. Unprogrammed Capita Construction was reduced by about \$1.6 million. Overall the FY 2026 budget moving forward recognizes a revenue of \$81.4 million. Budget allocations are as follows: \$2.2 million for administration and operating activities, \$1.4 million for maintenance, \$1 million for preservation, \$66.2 for debt service, and \$110.6 million for capital construction.

A motion to approve was raised and seconded, and the motion passed unanimously.

Adjournment

The meeting was adjourned at approximately 10:55 am.

Fuels Impact Enterprise Board of Directors Meeting

Roll Call: Directors Cook, Stuart, Garcia, Gutierrez, Parsons, Masters, Vice Chair Adams, Chair Hart

Public Comments: None

Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #FIE1: to Approve the Regular Meeting Minutes of September, 2024

A motion to approve was raised by Vice Chair Adams and seconded by Director Cook, and the motion passed unanimously.

Discuss and Act on Proposed Resolution #FIE2: Final FY2025-26 FIE Budget Allocation Plan for Adoption - Darius Pakbaz

A motion to approve was raised by Director Gutierrez and seconded, and the motion passed unanimously.

Adjournment

The meeting was adjourned at approximately 11:00 am.

CDOT Legislative Update 3/27/25

Budget Update

In an effort to address the state's budget shortfall for FY26, the Joint Budget Committee adopted several proposals that reduce CDOT's budget in FY26 and FY27. Some decisions originated from CDOT's budget proposals, and some originated from committee members and JBC Staff.

Reductions to General Fund Transfers

The JBC voted to sponsor legislation that would reduce General Fund transfers to the Department's State Highway Fund authorized under SB 21-60. This includes approval of the Department's proposal to reduce General Fund transfers by \$64 million in FY26 and \$49.5 million in FY27. These reductions will primarily impact funding for the 10 Year Plan. This will reduce the amount of funds allocated to the 10-YP in the next few years, primarily impacting the number of projects we can plan in the next update to the 10YP. The transfers would be increased in future years (FY 30-33) to satisfy the intent of SB 21-260. The JBC also decided to eliminate the \$7 million annual General Fund transfers to the Revitalizing Main Street program, which will completely eliminate new revenue flowing to that program beginning in FY26. This should not affect currently awarded projects but will mean no future awards will be made once the current funding is exhausted.

Reduction of the Road Safety Surcharge

The JBC voted to temporarily reduce the Road Safety Surcharge fee which would reduce funding for safety-related projects in the FASTER Safety and asset management programs. This decision would reduce the fee by \$3.70 across all weight classes for two fiscal years, resulting in a revenue reduction of \$22 million for FY26 and FY27. The fee reduction would impact CDOT only. The legislation will modify the statutory distribution to hold cities and counties harmless.

Transfer of Funds from the Multimodal Transportation and Mitigation Options Fund (MMOF) to the General Fund

The JBC denied the Department's request for continuous spending authority for the Multimodal Transportation and Mitigation Options Fund (MMOF). In reviewing the MMOF, the JBC questioned the high fund balance in the MMOF and ultimately decided to sweep a portion of the fund balance that was awarded to local projects but with funds not contractually encumbered. The swept amount totals \$71.8 million and includes \$3.4 million of ARPA that was refinanced with General Fund through HB 24-1466, and \$68.4 million from the non-ARPA account within the MMOF.

Since they decided to sweep a large portion of the fund balance, the JBC also denied the Department's request for a \$50.4 million increase in spending authority for FY26, which the Department requested for the non-ARPA portion of the MMOF to access the full fund balance. They approved the piece of the request that would authorize the remaining ARPA - SLFRF funds to roll forward through the deadline set by the US Treasury to use those funds. Upon the December 31, 2026 deadline any remaining unspent funds will be swept.

The sweeping of MMOF funds will primarily impact local grants. The Department will endeavor to keep projects that are already or soon to be underway moving forward. In order to maintain funding for all of the awards made for funding through FY 25, projects may have to be delayed and awards in subsequent years reduced. Over the next few weeks CDOT will be reviewing the status of awarded MMOF projects, and developing a plan to constrain the MMOF program to the reduced amount of funding now available.

Clean Transit Enterprise Spending Authority

The JBC denied the Department's request for continuous spending authority for the Clean Transit Enterprise Cash Fund. Instead, they approved a \$36.2 million increase in spending authority for FY26 to allow CTE access to its full fund balance for FY26. The total FY26 spending authority will be \$49.1 million, and the JBC authorized three years of roll-forward authority for that and future appropriations.

Marijuana Impaired Driving Program

Based on the most recent revenue forecast for the Marijuana Tax Cash Fund (MTCF), the JBC voted to reduce the Department's annual appropriation from \$950,000 to \$450,000 from the MTCF for FY26. This funding is used to conduct a public awareness campaign about the dangers of marijuana impaired driving.

Capital Development Appropriation

The Capital Development Committee (CDC) declined CDOT's request for \$281,672 to fund environmentally friendly xeriscaping at the CDOT Arriba Rest Area to reduce water consumption, but maintained the Department's standard \$500,000 appropriation for highway construction projects. The Joint Budget Committee concurred with these recommendations.

Bill Update

CDOT Oppose

Bill	Sponsors	Title	Last Action	Latest Version	Lists
HB 25-1127	Carlos Barron Byron Pelton	Register & Drive Surplus Military Vehicles	House, Feb 27, 2025: House Committee on Finance Refer Amended to Appropriations	Introduced (01/28/2025)	Subjects Motor Vehicle Admin Position Oppose
HB 25-1286	Elizabeth Velasco Meg Froelich Mike Weissman	Protecting Workers from Extreme Temperatures hearing item • House Business Affairs & Labor Mar 27, 2025 01:30 PM HCR 0112	House, Feb 24, 2025: Introduced In House - Assigned to Business Affairs & Labor	Introduced (02/24/2025)	Subjects General Admin and Common Policy Safety Position Oppose
HB 25-1122	Sheila Lieder	Automated Driving System Commercial Motor Vehicle	House, Feb 19, 2025: House Committee on Transportation, Housing & Local Government Refer Amended to Appropriations	Introduced (01/28/2025)	Subjects Trucking and Freight Position Oppose

3 bills

CDOT Support

Bill	Sponsors	Title	Last Action	Latest Version	Lists
SB 25-187	Nick Hinrichsen Tom Sullivan Matthew Martinez	Sunset Motorcycle Operator Safety Training Program	Senate, Mar 19, 2025: Senate Committee on Transportation & Energy Refer Unamended to Appropriations	Introduced (03/03/2025)	Subjects Safety Position Support
SB 25-030	Faith Winter Nick Hinrichsen Meg Froelich	Increase Transportation Mode Choice Reduce Emissions	Senate, Mar 12, 2025: Senate Committee on Transportation & Energy Refer Amended to Appropriations	Introduced (01/08/2025)	Subjects Transit, Rail, and Multi-Modal Transportation Planning Position Support
HB 25-1267	Amy Paschal Karen McCormick Faith Winter	Support for Statewide Energy Strategies.	House, Mar 6, 2025: House Committee on Energy & Environment Refer Amended to Appropriations	Introduced (02/18/2025)	Subjects Emissions and EVs Position Support
SB 25-161	Faith Winter Iman Jodeh William Lindstedt	Transit Reform	Senate, Mar 5, 2025: Senate Committee on Transportation & Energy Refer Amended to Appropriations	Introduced (02/11/2025)	Subjects Transit, Rail, and Multi-Modal Position Support

SB 25-069	Marc Catlin Dylan Roberts Meghan Lukens	Tire Chain Traction Control Device Permit	Senate, Feb 12, 2025: Senate Committee on Transportation & Energy Refer Amended to Appropriations	Introduced (01/22/2025)	Subjects Safety Trucking and Freight Position Support
HB 25-1303	Andrew Boesenecker Meghan Lukens Dylan Roberts	Funding for Motor Vehicle Collision Prevention	House, Mar 19, 2025: Introduced In House - Assigned to Transportation, Housing & Local Government	Introduced (03/19/2025)	Position Support

6 bills

CDOT Monitor

Bill	Sponsors	Title	Last Action	Latest Version	Lists
SB 25-051	Dafna Michaelson Jenet Rod Pelton William Lindstedt	Regional Transportation District Operating Costs The bill changes the definition of "operating costs" to mean all operating expenditures, excluding depreciation. GENERAL ORDERS - SECOND READING OF BILLS (8) • House Mar 21, 2025 09:00 AM House Chamber	House, Mar 20, 2025: House Second Reading Special Order - Passed - No Amendments	Revised (03/20/2025)	Subjects Transit, Rail, and Multi-Modal Position Monitor/Neutral
HB 25-1290	William Lindstedt Alex Valdez Kyle Mullica	Transit Worker Assault & Funding for Training GENERAL ORDERS - SECOND READING OF BILLS (8) • House Mar 21, 2025 09:00 AM House Chamber	House, Mar 20, 2025: House Second Reading Special Order - Passed with Amendments - Committee	Engrossed (03/20/2025)	Subjects Transit, Rail, and Multi-Modal Position Monitor/Neutral
HB 25-1230	Jarvis Caldwell Amy Paschal Faith Winter	Changes Violation Driver Overtaking School Bus	Senate, Mar 20, 2025: Introduced In Senate - Assigned to Transportation & Energy	Reengrossed (03/17/2025)	Subjects Safety Position Monitor/Neutral
SB 25-028	Chris Kolker Faith Winter Eliza Hamrick	Public Employees' Retirement Association Risk-Reduction Measures CDOT monitors all bills that may impact CDOT employees or state administrative procedures. CDOT does not have a position on this bill.	executive, Mar 19, 2025: Sent to the Governor	Final Act (03/19/2025)	Subjects General Admin and Common Policy Position Monitor/Neutral
HB 25-1110	Ty Winter Monica Duran Byron Pelton	Railroad Crossing Maintenance Costs This bill states that the total costs of railroad crossing maintenance be taken on by the railroad company.	Senate, Mar 19, 2025: Senate Committee on Transportation & Energy Refer Unamended - Consent Calendar to Senate Committee of the Whole	Reengrossed (02/25/2025)	Subjects Transit, Rail, and Multi-Modal Position Monitor/Neutral
HB 25-1056	Meghan Lukens Jennifer Bacon Dylan Roberts	Local Government Permitting Wireless Telecommunications Facilities CONSIDERATION OF SENATE AMENDMENTS TO HOUSE BILLS(RESOLUTIONS) (3) • House Mar 20, 2025 09:00 AM House Chamber	House, Mar 19, 2025: House Considered Senate Amendments - Result was to Laid Over Daily	Rerevised (03/18/2025)	Subjects Wireless, Broadband, and ROW Position Monitor/Neutral
HB 25-1007	Meg Froelich Alex Valdez Faith Winter	Paratransit Services	Senate, Mar 19, 2025: Senate Committee on Transportation & Energy Refer Unamended - Consent Calendar to Senate Committee of the Whole	Reengrossed (02/25/2025)	Subjects Transit, Rail, and Multi-Modal Position Amend Monitor/Neutral

HB 25-1093	Rebekah Stewart Carlos Barron Matt Ball	Limitations on Local Anti-Growth Land Use Policies	House, Mar 17, 2025: House Considered Senate Amendments - Result was to Concur - Repass	Final Act (03/20/2025)	Position Monitor/Neutral
SB 25-077	Cathy Kipp Janice Rich Michael Carter	Modifications to Colorado Open Records Act GENERAL ORDERS - SECOND READING OF BILLS (29) • House Mar 20, 2025 09:00 AM House Chamber	House, Mar 13, 2025: House Second Reading Laid Over Daily - No Amendments	Reengrossed (02/26/2025)	Subjects General Admin and Common Policy Position Monitor/Neutral
SB 25-081	Jeff Bridges Judy Amabile Shannon Bird	Treasurer's Office hearing item • House Finance Apr 07, 2025 01:30 PM HCR 0112	House, Mar 12, 2025: Introduced In House - Assigned to Finance	Reengrossed (03/12/2025)	Subjects Funding and Budget Position Monitor/Neutral
SB 25-052	Faith Winter Nick Hinrichsen Alex Valdez	Railroad Investigative Report Confidentiality Current law requires investigative reports of railroads made for the public utilities commission to be kept confidential. The bill repeals this requirement.	executive, Mar 12, 2025: Sent to the Governor	Final Act (03/12/2025)	Subjects Transit, Rail, and Multi-Modal Position Monitor/Neutral
HB 25-1281	William Lindstedt Larry Don Suckla Nick Hinrichsen	Title Register & Drive Kei Vehicles	House, Mar 12, 2025: House Committee on Transportation, Housing & Local Government Refer Amended to Finance	Introduced (02/20/2025)	Subjects Motor Vehicle Admin Position Monitor/Neutral
SB 25-050	Iman Jodeh	Racial Classifications on Government Forms The bill requires a form issued by the state or a local government that requests that the individual completing the form disclose the individual's race or ethnicity to include a space to indicate if the individual's race or ethnicity is Middle Eastern, North African, or South Asian.	Senate, Mar 11, 2025: Senate Committee on State, Veterans, & Military Affairs Refer Amended to Appropriations	Introduced (01/13/2025)	Subjects General Admin and Common Policy Position Monitor/Neutral
HB 25-1228	Carlos Barron Mandy Lindsay Dylan Roberts	Best Value Design-Build Transportation Contracts hearing item • Senate Transportation & Energy Apr 02, 2025 01:30 PM SCR 352	Senate, Mar 6, 2025: Introduced In Senate - Assigned to Transportation & Energy	Reengrossed (03/03/2025)	Subjects Engineering Position Monitor/Neutral
HB 25-1130	Michael Carter Monica Duran Jessie Danielson	Labor Requirements for Government Construction Projects This bill changes the apprenticeship requirements for public projects and energy sector public works projects.	House, Mar 6, 2025: House Committee on Business Affairs & Labor Refer Amended to Appropriations	Introduced (01/28/2025)	Subjects General Admin and Common Policy Position Monitor/Neutral
SB 25-162	Lisa Cutter Marc Snyder Javier Mabrey	Railroad Safety Requirements	Senate, Mar 5, 2025: Senate Committee on Transportation & Energy Refer Amended to Appropriations	Introduced (02/11/2025)	Subjects Transit, Rail, and Multi-Modal Position Monitor/Neutral
HB 25-1292	Andrew Boesenecker	Transmission Lines in State Highway Rights-of-Way hearing item • House Transportation, Housing & Local Government Mar 25, 2025 01:30 PM LSB A	House, Mar 3, 2025: Introduced In House - Assigned to Transportation, Housing & Local Government	Introduced (03/03/2025)	Subjects Wireless, Broadband, and ROW Position Monitor/Neutral
SB 25-109	Jeff Bridges Shannon Bird	Department of Transportation Supplemental This provides supplemental appropriations to the CDOT budget.	executive, Feb 27, 2025: Governor Signed	Signed Act (02/27/2025)	Subjects Funding and Budget Position Monitor/Neutral Assigned Signed/Passed

HB 25-1198	Meg Froelich Kyle Brown Faith Winter	Regional Planning Roundtable Commission This bill requires the Director of CDOT to appoint someone to serve on a land use committee. hearing item • House Transportation, Housing & Local Government Mar 25, 2025 01:30 PM LSB A	House, Feb 10, 2025: Introduced In House - Assigned to Transportation, Housing & Local Government	Introduced (02/10/2025)	Subjects Transportation Planning Position Monitor/Neutral
HB 25-1101	Lorena Garcia Jennifer Bacon Mike Weissman	State Disbursement Process	House, Feb 10, 2025: House Committee on Finance Refer Amended to Appropriations	Introduced (01/27/2025)	Subjects Funding and Budget Position Monitor/Neutral
HB 25-1039	Brianna Titone Lesley Smith Dylan Roberts	Commercial Vehicle Muffler Requirements	House, Jan 28, 2025: House Committee on Transportation, Housing & Local Government Refer Amended to Appropriations	Introduced (01/08/2025)	Subjects Trucking and Freight Position Monitor/Neutral

22 bills

Misc. Transpo Bills (Awareness Only)

Bill	Sponsors	Title	Last Action	Latest Version	Lists
HB 25-1112	Brianna Titone Eliza Hamrick Tony Exum	Local Authorities Enforce Vehicle Registration GENERAL ORDERS - SECOND READING OF BILLS (29) • House Mar 20, 2025 09:00 AM House Chamber	House, Mar 18, 2025: House Second Reading Laid Over Daily - No Amendments	Introduced (01/27/2025)	Subjects Motor Vehicle Admin Position Misc. Transpo Bills (Awareness Only)
SB 25-160	Marc Snyder Iman Jodeh Eliza Hamrick	Motor Vehicle Sales by Manufacturers' Affiliates	House, Mar 17, 2025: Introduced In House - Assigned to Business Affairs & Labor	Reengrossed (03/17/2025)	Subjects Motor Vehicle Admin Position Misc. Transpo Bills (Awareness Only)
HB 25-1076	Andrew Boesenecker Mandy Lindsay Lisa Cutter	Motor Vehicle Regulation Administration This bill changes multiple elements related to vehicle registration including fees for disabled veterans and signatures on driving logs of minors.	executive, Mar 14, 2025: Governor Signed	Signed Act (03/14/2025)	Subjects Motor Vehicle Admin Position Misc. Transpo Bills (Awareness Only) Assigned Signed/Passed
HB 25-1197	Lesley Smith Rick Taggart Judy Amabile	Sale of Electrical Assisted Bicycles Requirements hearing item • Senate Transportation & Energy Apr 09, 2025 01:30 PM SCR 352	Senate, Mar 13, 2025: Introduced In Senate - Assigned to Transportation & Energy	Reengrossed (03/10/2025)	Subjects Transit, Rail, and Multi-Modal Position Misc. Transpo Bills (Awareness Only)
HB 25-1054	Andrew Boesenecker Rod Pelton Julie Gonzales	Repeal Legislative Audit Committee Reviews of Emissions Program This bill repeals the law that requires the legislative audit committee to audit automobile inspection.	executive, Mar 7, 2025: Governor Signed	Signed Act (03/07/2025)	Subjects Emissions and EVs Position Misc. Transpo Bills (Awareness Only) Assigned Signed/Passed
HB 25-1241	Bob Marshall Lorena Garcia Lisa Cutter	Public Accessibility of Emissions Records	House, Mar 5, 2025: House Committee on Energy & Environment Refer Amended to Appropriations	Introduced (02/12/2025)	Subjects Emissions and EVs Position Misc. Transpo Bills (Awareness Only)

HB 25-1121	Larry Don Suckla	Permanent Trailer Registration	House, Feb 27, 2025: House Committee on Finance Refer Amended to Appropriations	Introduced (01/28/2025)	Subjects Motor Vehicle Admin Position Misc. Transpo Bills (Awareness Only)
HB 25-1189	Tisha Mauro	Motor Vehicle Registration Reform & Fees	House, Feb 25, 2025: House Committee on Transportation, Housing & Local Government Refer Amended to Appropriations	Introduced (02/10/2025)	Subjects Motor Vehicle Admin Position Misc. Transpo Bills (Awareness Only)
HB 25-1083	Eliza Hamrick Mary Bradfield Lisa Frizell	Vehicle Transactions Deployed Military Families This bill allows an extension for drivers license renewals for the dependents of deployed military families.	House, Feb 3, 2025: House Committee on State, Civic, Military, & Veterans Affairs Refer Amended to Appropriations	Introduced (01/15/2025)	Subjects Motor Vehicle Admin Position Misc. Transpo Bills (Awareness Only)

9 bills

Memorial Highways

Bill	Sponsors	Title	Last Action	Latest Version	Lists
HJR 25-1007	Chad Clifford Jeff Bridges John Carson	Troy Jackson Memorial Highway This resolution would create a new memorial highway.	Senate, Jan 31, 2025: Signed by the President of the Senate	Signed Act (01/31/2025)	Subjects Memorial Highways Assigned Signed/Passed

1 bill

New License Plates

Bill	Sponsors	Title	Last Action	Latest Version	Lists
HB 25-1103	Chris Richardson	Fallen Firefighter Special License Plate	House, Feb 20, 2025: House Committee on Finance Refer Amended to Appropriations	Introduced (01/27/2025)	Subjects New License Plates
HB 25-1036	Elizabeth Velasco Jessie Danielson	Missing Murdered Indigenous Relative License Plate The bill creates the missing and murdered Indigenous relatives license plate.	House, Feb 3, 2025: House Committee on Finance Refer Amended to Appropriations	Introduced (01/08/2025)	Subjects New License Plates

2 bills

Postponed Indefinitely

Bill	Sponsors	Title	Last Action	Latest Version	Lists
HB 25-1242	Lori Garcia Sander Byron Pelton	Government Transparency Laws	House, Mar 10, 2025: House Committee on State, Civic, Military, & Veterans Affairs Postpone Indefinitely	Introduced (02/12/2025)	Subjects General Admin and Common Policy Position Monitor/Neutral Assigned Postponed Indefinitely
SB 25-156	Janice Rich Rebecca Keltie	Reducing Costs of State Regulation	Senate, Mar 4, 2025: Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely	Introduced (02/05/2025)	Subjects General Admin and Common Policy Position Oppose Assigned Postponed Indefinitely
SB 25-139	Mark Baisley	Grocery & Utility Bill Reduction Measures	Senate, Mar 4, 2025: Senate Committee on State, Veterans, &	Introduced (02/05/2025)	Subjects Funding and Budget

			Military Affairs Postpone Indefinitely		Position Oppose Assigned Postponed Indefinitely
HB 25-1216	Max Brooks John Carson	State Agencies Implement Zero-Based Budgeting	House, Feb 28, 2025: House Committee on Appropriations Postpone Indefinitely	Introduced (02/11/2025)	Position Monitor/Neutral Assigned Postponed Indefinitely
HB 25-1125	Stephanie Luck	State Agency Budget Transparency	House, Feb 28, 2025: House Committee on Appropriations Postpone Indefinitely	Introduced (01/28/2025)	Subjects Funding and Budget Position Monitor/Neutral Assigned Postponed Indefinitely
SB 25-117	Scott Bright	Reduce Transportation Costs Imposed by Government	Senate, Feb 18, 2025: Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely	Introduced (02/04/2025)	Subjects Funding and Budget Position Oppose Assigned Postponed Indefinitely
HB 25-1144	Dan Woog	Repeal Retail Delivery Fees	House, Feb 18, 2025: House Committee on Transportation, Housing & Local Government Postpone Indefinitely	Introduced (01/29/2025)	Subjects Funding and Budget Transit, Rail, and Multi-Modal Position Oppose Assigned Postponed Indefinitely
HB 25-1044	Andrew Boesenecker Faith Winter Lisa Cutter	Local Funding for Vulnerable Road User Protection	House, Feb 12, 2025: House Committee on Transportation, Housing & Local Government Postpone Indefinitely	Introduced (01/08/2025)	Subjects Transit, Rail, and Multi-Modal Position Amend Assigned Postponed Indefinitely
HB 25-1107	Ryan Gonzalez	Rule Adoption & Review Requirements	House, Feb 10, 2025: House Committee on State, Civic, Military, & Veterans Affairs Postpone Indefinitely	Introduced (01/27/2025)	Subjects General Admin and Common Policy Position Monitor/Neutral Assigned Postponed Indefinitely
HB 25-1071	Larry Don Suckla Rod Pelton	Distribution of State Money	House, Feb 3, 2025: House Committee on Finance Postpone Indefinitely	Introduced (01/08/2025)	Subjects Funding and Budget Assigned Postponed Indefinitely
HB 25-1066	Ron Weinberg Lindsey Daugherty	Colorado Eagles Special License Plate	House, Feb 3, 2025: House Committee on Finance Postpone Indefinitely	Introduced (01/08/2025)	Subjects Funding and Budget Assigned Postponed Indefinitely
SB 25-021	Scott Bright	Registration of Off-Highway Vehicles	Senate, Jan 30, 2025: Senate Committee on Agriculture & Natural Resources Postpone Indefinitely	Introduced (01/08/2025)	Assigned Postponed Indefinitely

HB 25-1046	Chris Richardson Rod Pelton	Increase Maximum Number of Transportation Planning Regions	House, Jan 28, 2025: House Committee on Transportation, Housing & Local Government Postpone Indefinitely	Introduced (01/08/2025)	Assigned Postponed Indefinitely
HB 25-1048	Bob Marshall Matt Soper Kyle Mullica	State Tax Expenditure & Grant Database	House, Jan 27, 2025: House Committee on State, Civic, Military, & Veterans Affairs Postpone Indefinitely	Introduced (01/08/2025)	Assigned Postponed Indefinitely

14 bills

Signed/Passed

Bill	Sponsors	Title	Last Action	Latest Version	Lists
HB 25-1076	Andrew Boesenecker Mandy Lindsay Lisa Cutter	Motor Vehicle Regulation Administration	executive, Mar 14, 2025: Governor Signed	Signed Act (03/14/2025)	Subjects Motor Vehicle Admin Position Misc. Transpo Bills (Awareness Only) Assigned Signed/Passed
HB 25-1054	Andrew Boesenecker Rod Pelton Julie Gonzales	Repeal Legislative Audit Committee Reviews of Emissions Program	executive, Mar 7, 2025: Governor Signed	Signed Act (03/07/2025)	Subjects Emissions and EVs Position Misc. Transpo Bills (Awareness Only) Assigned Signed/Passed
SB 25-109	Jeff Bridges Shannon Bird	Department of Transportation Supplemental	executive, Feb 27, 2025: Governor Signed	Signed Act (02/27/2025)	Subjects Funding and Budget Position Monitor/Neutral Assigned Signed/Passed
HJR 25-1007	Chad Clifford Jeff Bridges John Carson	Troy Jackson Memorial Highway	Senate, Jan 31, 2025: Signed by the President of the Senate	Signed Act (01/31/2025)	Subjects Memorial Highways Assigned Signed/Passed

4 bills



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development (DTD) and
Marissa Gaughan, Multimodal Planning Branch (MPB) Manager

Date: April 3, 2025

Subject: Proposed Rural Planning Assistance (RPA) Program
Distribution Formula

Purpose

To provide a brief summary of the TPR Administrator meeting that occurred on February 6, 2025, and review an updated distribution formula for Rural Planning Assistance Program funds.

Action

To request STAC input via a STAC action/vote on the proposed formula for FY 2026 Rural Planning Assistance Program funds.

Background

The TPR Administrators met with CDOT staff virtually on February 6, 2025 to discuss TPR finances and the status of their invoice submittals to date for FY 2025 Rural Planning Assistance funds. In addition, each TPR reported on how TPR administration is going pertaining to: TPR meetings, 2050 Regional Transportation Plan development, TPR administration documentation, and their administrative invoicing and finances. It was agreed to establish office hours in April in preparation for the upcoming FY 2026 contracts that will start on July 1, 2025 through June 30, 2026.

In May 2024, a new Rural Planning Assistance distribution formula was established that provides specific dollar amounts based on criteria and other considerations that would be re-examined annually based on actual TPR expenditures and demonstrated need. Distribution criteria is based on:

- Minimum base distribution - \$8,000
- Distance from CDOT HQ
- Funds for Tribal Nation administration - \$2,000
- Chair/Vice Chair of STAC - Re-examined annually based on demonstrated need and anticipated travel costs / duties

Proposed RPA Formula Distribution

Table 1 below shows the RPA distribution proposed for FY 2026 (July 1, 2025 through June 30, 2026).

Table 1: Proposed RPA FY 2026 Distributions

Transportation Planning Region	Proposed FY 26 Distribution
Central Front Range	\$12,000
Eastern	\$12,000
Grand Valley MPO	\$16,000
Greater Denver	\$10,000
Gunnison Valley	\$16,000
Intermountain	\$20,000
Northwest	\$12,000
Pueblo Area	\$16,000
San Luis Valley	\$16,000
South Central	\$16,000
Southeast	\$16,000
Southwest	\$26,000
Upper Front Range	\$10,000
Total	\$198,000

Next Steps

- The FY 2026 RPA contracts will be processed to start on July 1, 2025.



COLORADO

Department of Transportation

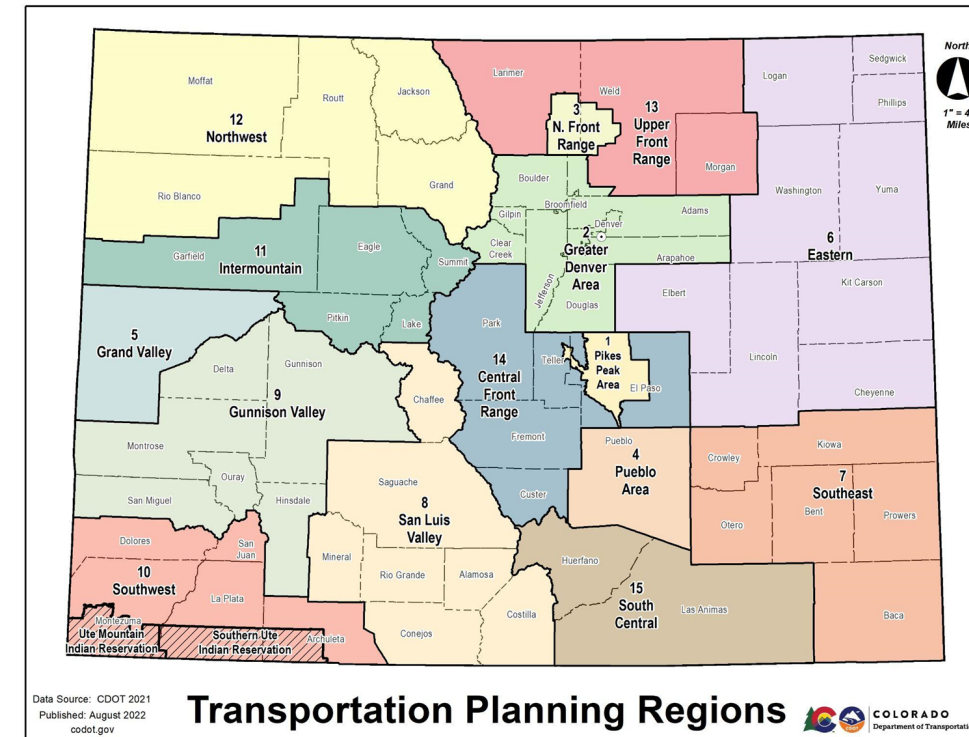
Rural Planning Assistance Program Distribution

State Planning & Research Program Funds
STAC April 3, 2025



TPR Administrator February 6, 2025: VIRTUAL Meeting Summary

- **Meeting Purpose:** Meeting was a recommendation of the HB 23-1101 TPR Study. Intention was to bring TPR Administrators together to meet one another, discuss TPR administration, and to identify best practices and lessons learned regarding TPR administration.
- **Topics Covered**
 - Welcome and Introductions - Second time TPR administrators were brought together to meet in person and discuss TPR administration activities
 - How TPR Administration is going for TPR Administrators
 - Regional Planning Commission (RPC) Administration and Finances for the Transportation Planning Region (TPR)
 - Best Practices: Featuring IMTPR
 - CDOT Coordination with TPR Administrators - including consideration of establishing Office Hours for additional coordination





TPR Administrator Meeting February 6, 2025: Key Takeaways

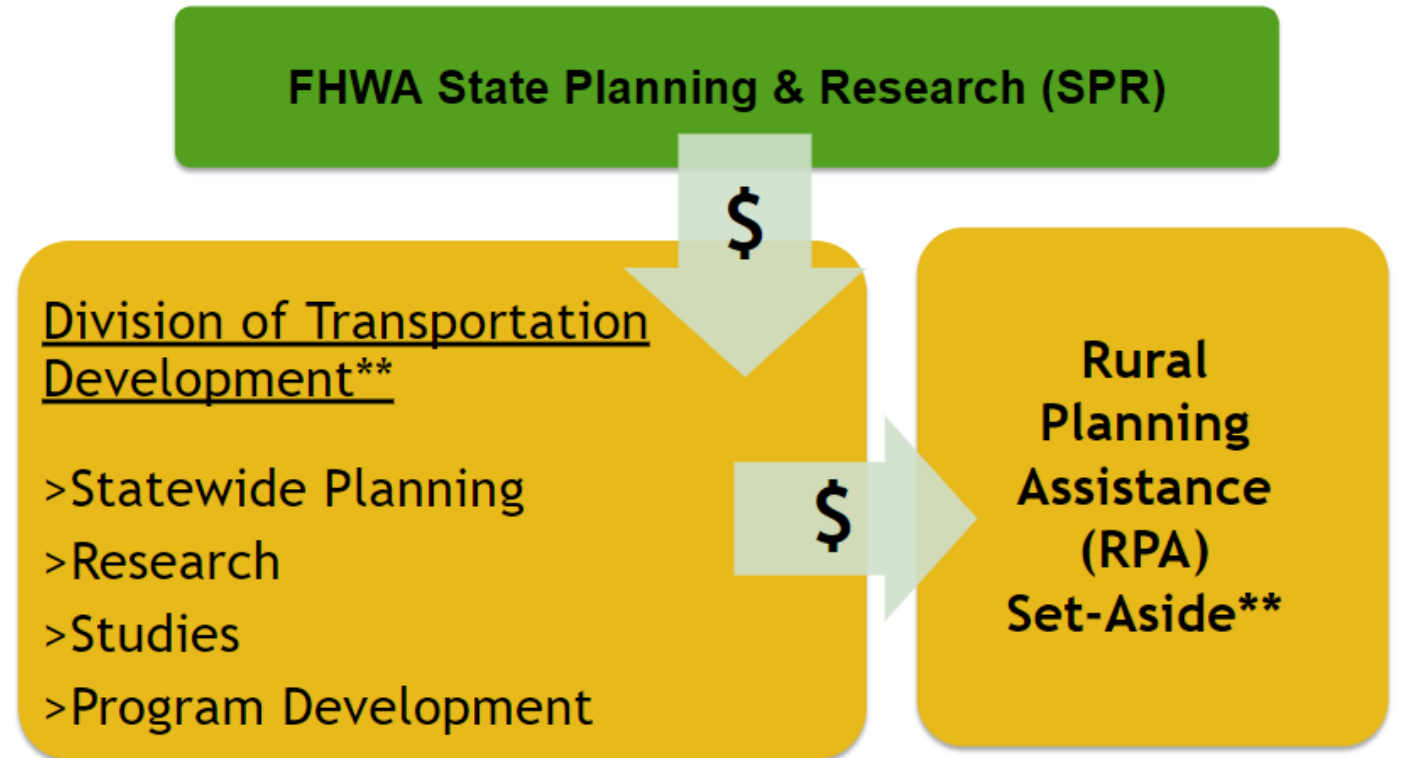
Key Takeaways:

- Administrators were requested to submit RPA invoices for the first three quarters of FY 2025 by the end of April.
- TPR Administrators provided status updates for the 2050 Regional Transportation Planning process and status on TPR administrative activities such as the status of:
 - Websites
 - TPR meetings
 - RPA invoice submittals and TPR finances
 - IGA and TPR Membership Documentation
- IMTPR Administrator, Dana Wood, shared thoughts on best practices for TPR Administration, from a TPR Administrator's perspective.
- CDOT Statewide and Regional Planning will establish for the first time, a TPR Administrator Office Hours to make CDOT Multimodal Planning Branch Staff available to answer TPR Administrator questions, and prepare for the Rural Planning Assistance Program FY 2026 contract execution.



Rural Planning Assistance Program Overview

- **RPA Program Purpose:** Federal funding that CDOT has set aside to support rural planning activities.
- **Program Funding:** ~\$200,000 total (federal SPR) in FY 2026
- **Program Overview:**
 - Reimburse RPC's for Colorado's rural transportation planning activities
 - Funds made available to the RPCs through an annual grant contract
 - See CDOT's [Rural Planning Guide](#) for more details



*** Subject to Federal and State finance rules and governance*



RPA Program Distribution Goals

RPA Program Goals:

- Ensure each TPR has enough RPA funding for the basic TPR administration duties required.
- Distributions based on the following criteria and other considerations that are re-examined annually based on actual TPR expenditures and demonstrated need.
 - Minimum base for TPR Administration - \$8,000
 - Distance from CDOT HQ
 - Duties of the STAC Chair and Vice Chair
 - Administration for TPRs with Tribal Nations



Proposed FY 2026 RPA Distribution

Transportation Planning Region	Proposed FY 26 Distribution
Central Front Range	\$12,000
Eastern	\$12,000
Grand Valley MPO	\$16,000
Greater Denver	\$10,000
Gunnison Valley	\$16,000
Intermountain	\$20,000
Northwest	\$12,000
Pueblo Area	\$16,000
San Luis Valley	\$16,000
South Central	\$16,000
Southeast	\$16,000
Southwest	\$26,000
Upper Front Range	\$10,000
Total	\$198,000

- Table contains proposed FY 2026 distributions based the criteria listed in the previous slide.
- Distributions are consistent with the FY 2025 distributions, with the expectations of Gunnison Valley and Northwest, which were adjusted because they no longer have representatives serving as Chair/ Vice Chair of STAC.



- FY 2026 RPA Contracts Anticipated for in July 2025
- Next TPR Administrators Meeting - Fall 2025

Thank you!



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee

From: Darius Pakbaz, Director, Division of Transportation Development

Medora Bornhoft, Main Streets & Active Transportation Section Manager, CDOT DTD

Date: April 3, 2025

Subject: Safe Routes to School (SRTS) Program and Fiscal Year 2025 and Fiscal Year 2026 Grant Awards

Purpose

This memo summarizes information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2025 (FY 25) and 2026 (FY 26).

Action

To request STAC input via a STAC action/vote on the recommended SRTS grant awards ahead of the TC request for approval in April.

Background

Pursuant to 43-1-1604 C.R.S., which states that the Commission shall award grants under the Safe Routes to School program, CDOT staff is presenting the list of proposed grant awards for FY2025 and FY2026 as recommended by the SRTS Advisory Committee established in state statute.

Requests for applications were announced in August 2024 and were due on November 4, 2024. 23 applications were submitted with a total request for funding of \$13,200,256. The number of applications received this cycle were nearly double the number received in FY 23/FY 24. To qualify for these funds, applicants must be a political subdivision of the state. These funds must be used to benefit children in grades K - 12th and projects must be within a two-mile radius of the identified school. New for this grant cycle was the expansion of eligibility from K - 8th grades to K - 12th grades. In addition, the SRTS Advisory Committee increased the maximum award from \$750,000 to \$1M. A total of \$8.8M was available to award, composed of annual allocations of \$2.5M per year, project savings, and unawarded funds from the FY 23/ FY24 grant cycle. Any funds not awarded in this grant cycle will remain in the program and will be carried over to the next award cycle.

The SRTS Advisory Committee met in January 2025 for project selection and reconvened in February to make final recommendations. The Committee recommended twelve projects for funding, totaling \$7,739,664. Projects normally

require a 20% cash match; however, projects that meet certain eligibility requirements will receive 100% of the project costs from CDOT. Eligible for 100% match are projects that meet the criteria established in the Multimodal Transportation Options Fund (MMOF) matrix. Eight applications were eligible for 100% funding. Four projects recommended for 100% funding are: Canon City, LaVeta School District, Paonia and Cedaredge, all infrastructure projects. The total for projects funded at 100% is \$3,136,159. The remaining projects will contribute 20% of the CDOT project total.

Attachment A shows the project list that was scored by the SRTS Advisory Committee. One of the 23 applications received was disqualified before review as the applicant was not a political subdivision of the state therefore does not appear on this list. Projects not recommended for funding were due to a variety of reasons including requests for funding outside of SRTS project scope making them ineligible, inadequate project plan development in order to make an informed decision and/or not providing required elements of the grant application.

Next Steps

Staff will seek approval of the recommended awards from the Transportation Commission at the April 2025 TC meeting.

If the Transportation Commission approves the list of projects recommended for funding, staff will proceed with notifying grantees, program the projects into the Statewide Transportation Improvement Program (STIP), and initiate the procurement process.

Attachments

Attachment A: FY 25 and FY 26 SRTS Project List

Attachment B: SRTS Program and FY25-FY26 Grant Awards Presentation



Safe Routes to School FY 2025 and 2026 Recommended Projects as Put Forth by SRTS Committee on 2.10.25

Infrastructure

Applicant	Project Title	Recommended for Funding (Y/N)	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region
Canon City	13th Street Corridor and Area Pedestrian Safety Upgrades	Y	\$1,000,000	\$1,000,000	NA	2
City and County of Denver	Stanley British Primary School Pedestrian Safety Improvements	Y	\$1,047,556	\$838,045	\$209,511	1
La Veta School District	Safe Walking and Biking Access to New PK-12 School Site	Y	\$875,625	\$875,625	NA	2
Paonia	Safe Pathways for Paonia	Y	\$872,825	\$872,825	NA	3
City of Lakewood	Safe Routes to School Stober Elementary Sidewalk Project	Y	\$991,813	\$793,450	\$198,363	1
Town of Basalt	Confluence Park Safe Routes to School Project	Y	\$716,500	\$573,200	\$143,300	3
City of Ft Collins	Irish Elementary Roadway Improvements for Bicyclists and Pedestrians	Y	\$1,043,750	\$835,000	\$208,750	4
Town of Cedaredge	Cedaredge Elementary School Safe Sidewalk to School	Y	\$387,709	\$387,709	NA	3

Applicant	Project Title	Recommended for Funding (Y/N)	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region
Town of Lyons	Lyons Safe Routes to School - 3rd Avenue and Stickney	Y	\$947,514	\$758,012	\$189,503	4
Town of Johnstown	Elwell Elementary	Y	\$461,191	\$368,953	\$92,238	4
Town of Estes Park	Safe Routes to School Community Drive Multi Use Trail Project	N	\$956,535	\$765,228	\$191,307	4
Town of Palisade	Highway 6 Connecting Community Multi-Modal Paths	N	\$140,000	\$140,000	NA	3
City of Fruita	Wildcat Avenue Pedestrian Improvement Project	N	\$1,250,000	\$1,000,000	\$250,000	3
Routt County Road and Bridge	US 40 and Brandon Circle Safe Crossing Design	N	\$250,000	\$200,000	\$50,000	3
City of Englewood	Walkin' and Rollin' to Clayton	N	\$741,042	\$592,834	\$148,209	1
Monument	Extended Safe Routes to Monument	N	\$229,186	\$229,186	NA	2
Town of Ignacio	Ignacio Sidewalk Improvements	N	\$940,636	\$752,509	\$188,127	5

Total Recommended for Infrastructure Funding: \$7,302,819



Safe Routes to School FY 2025 and 2026 Recommended Projects as Put Forth by SRTS Committee on 2.10.25

Non-Infrastructure

Applicant	Project Type	Recommended for Funding (Y/N)	Total CDOT Project Cost	SRTS Funding	20% Cash Match	Region
City and County of Denver	Denver Safe Routes Walk.Bike.Roll.Lead	Y	\$323,531	\$258,825	\$64,706	1
Town of Windsor	Windsor-Severance Safe Routes to School Initiative	Y	\$222,526	\$178,021	\$44,505	4
Poudre School District	Jaguares Ciclismo: Irish Bicycle Education Program	N	\$52,786	\$42,229	\$10,557	4
Center Consolidated Schools	Center Safe Routes to Schools	N	\$441,282	\$441,282	NA	5

Applicant	Project Type	Recommended for Funding (Y/N)	Total CDOT Project Cost	SRTS Funding	20% Cash Match	Region
City of Durango	Mini Durango Traffic Garden: A Mobile, Interactive Education Tool for Promoting Safe Cycling and Pedestrian Practices	N	\$103,753	\$83,002	\$20,751	5

Total recommended for non-infrastructure funding: \$436,846



COLORADO
Department of Transportation

Safe Routes to School (SRTS) Program and FY25-FY26 Grant Awards

Darius Pakbaz, Director of the Division of Transportation Development
Medora Bornhoft, Main Streets & Active Transportation Section Manager
Statewide Transportation Advisory Committee | 4/3/2025



What is Safe Routes to School?

Safe Routes to School (SRTS) is a movement and a program to make school travel - including walking, biking, rolling, and scooting - safe, convenient, and fun for children of all abilities, genders, and races.





Benefits

- Community connectedness
- Climate benefits and cleaner air
- Improved academic performance
- Enhanced traffic safety
- Increased safety from crime
- Solutions for school transportation dilemmas
- Cost savings for households and education budgets
- Student health benefits





Colorado SRTS Program

- Grant funding to local communities
- [SRTS community engagement toolkit](#)
- [School Crossing Guard Training materials](#)
- Walk and Roll (Fall) Bike and Roll (Spring) to School Days
- [Free webinar series](#)
- Community of Practice cohort



Walk and Roll poster and sticker design, 2024



CSRTS Grant Funding

- From 2005 through 2023, 573 applications were received from all regions of the state requesting more than \$80 million in funding.
- 141 infrastructure projects and 147 non-infrastructure projects were awarded \$36,303,932.
- View all funded projects on the [CSRTS interactive map](#).



Lyons, Colorado, Pedestrian Bridge



Examples of Safe Routes to School Projects

Infrastructure Projects

- Crossing improvements
- Sidewalk construction
- Bike lanes
- Trails
- Speed reduction
- Curb extensions
- Arrival and dismissal redesign
- Demonstration Projects

Non-Infrastructure Projects

- Walk and Roll to School Day
- Walking School Bus
- Bike Train
- Pedestrian and Bicycle Safety instruction
- Walking field trips
- Integrating safety education in communications



SRTS Advisory Committee

Composition

- Educators
- Parents
- Bicyclists
- Pedestrians
- Metropolitan Planning Organizations
- Rural Transportation Planning Regions
- Law enforcement personnel

Authorities

- CRS 43-1-1601 et seq.
- 2 CCR 601-19
- TC Resolution TC-15-9-8



Project Evaluation

- Project addresses both pedestrians and bicyclists
- Identification of problem and action plan
- Pre- and post- evaluation of student travel tally and parent survey
- Educational component
- Project partnership, including from school principals



Eagle Valley Elementary School



Recommended Infrastructure Awards, FY25-FY26

Applicant	Project Title	Recommended Award	CDOT Region
Canon City	13th Street Corridor and Area Pedestrian Safety Upgrades	\$1,000,000	2
City and County of Denver	Stanley British Primary School Pedestrian Safety Improvements	\$838,045	1
La Veta School District	Safe Walking and Biking Access to New PK-12 School Site	\$875,625	2
Town of Paonia	Safe Pathways for Paonia	\$872,825	3
City of Lakewood	Safe Routes to School Stober Elementary Sidewalk Project	\$793,450	1
Town of Basalt	Confluence Park Safe Routes to School Project	\$573,200	3
City of Fort Collins	Irish Elementary Roadway Improvements for Bicyclists and Pedestrians	\$835,000	4
Town of Cedaredge	Cedaredge Elementary School Safe Sidewalk to School	\$387,709	3
Town of Lyons	Lyons Safe Routes to School - 3rd Avenue and Stickney	\$758,012	4
Town of Johnstown	Elwell Elementary	\$368,953	4



Recommended Non-Infrastructure Awards, FY25-FY26

Applicant	Project Title	Recommended Award	CDOT Region
City and County of Denver	Denver Safe Routes Walk.Bike.Roll.Lead	\$258,825	1
Town of Windsor	Windsor-Severance Safe Routes to School Initiative	\$178,021	4



Next Steps & Questions

FY25 & FY26 SRTS Awards

- April TC - Approval

Contact:

Medora Bornhoft
Main Streets and Active Transportation
Section Manager

medora.bornhoft@state.co.us | 303-
757-9760



Bike racks outside Hutchinson Elementary School



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Darius Pakbaz, Director, Division of Transportation Development; Marissa Gaughan, DTD Multimodal Planning Branch Manager
Date: April 3, 2025

Subject: Statewide Planning Update

Purpose

To provide the STAC with an update about the Statewide Plan public engagement opportunities and the upcoming efforts for the upcoming year.

Action

Informational Item. No formal action is requested at this time.

Background

CDOT staff is continuing work associated with the development of the long-range Statewide and Regional Transportation Plans. The next major steps in the planning process include:

- **Public Engagement Opportunities**
 - Transportation Commissioner Telephone Town Halls: CDOT will implement nine telephone town hall events to allow the public to learn and participate in the long-range plan development process by speaking directly to the Transportation Commissioners from their area.
 - Public Survey: In conjunction with the telephone town halls, CDOT will launch a public survey to obtain the thoughts and opinions of the traveling public. The survey will feature questions around the Policy Directive 14 themes of advancing transportation safety, fixing our roads, and sustainably increasing transportation choice.
- **Finalization of Regional Transportation Plans with Rural TPRs** - Based on the feedback received at the past three rounds of meetings with local partners, developing draft plans for consideration and adopting with every rural TPR.
- **Development of the 2050 Statewide Transportation Plan** - Outlining the vision for the future of transportation statewide using a performance based approach, using input from regional needs and from modal planning efforts. Expected adoption of the plan in August 2025, with public comment period in the mid-summer.

- **Development of the 10-Year Plan** - CDOT Regions, working with all planning partners, developing the next iteration of the 10-Year Plan throughout the summer, based on statewide goals and priorities outlined in regional plans. Expected adoption in December 2025.

Next Steps

Staff anticipates frequent statewide plan updates throughout the year at key decision points. Major next steps include:

- Commissioner Telephone Town Halls and Survey - April - June 2025
- Discussions with Metropolitan Planning Organizations (MPOs), rural Transportation Planning Regions (TPRs), and local partners on plan development - Ongoing
- Statewide Plan public comment period - Summer 2025
- 2050 Statewide Plan adoption - August 2025
- 10-Year Plan public comment period - Fall 2025
- Greenhouse Gas (GHG) Transportation Report - November 2025
- Adoption of next 10-Year Plan - December 2025

Attachments

Statewide Planning Update Presentation



Statewide Planning Update
STAC
April 2025



Statewide Planning Update: Discussion Topics

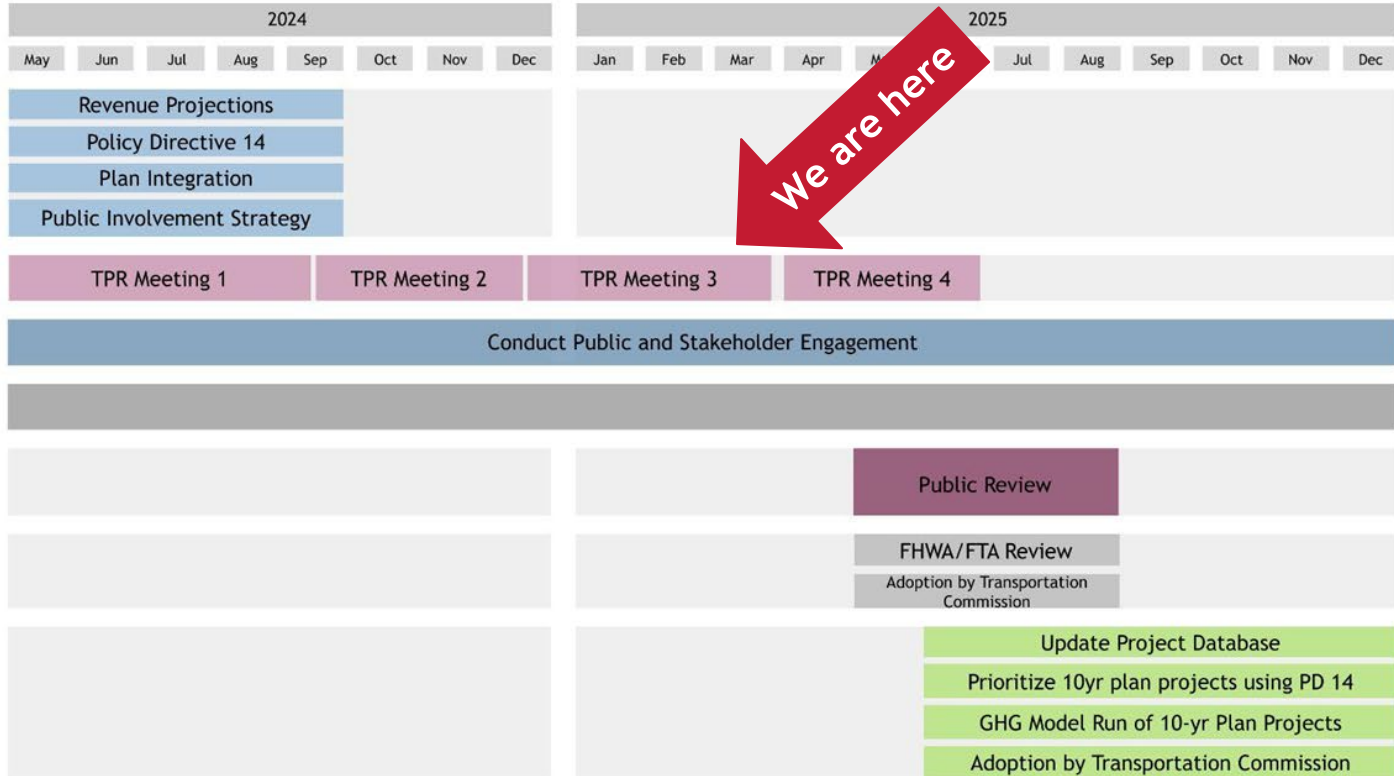
- Statewide Plan Public Engagement Opportunities
 - Draft Telephone Town Hall Schedule
 - Public Survey
- Plan Development and Upcoming Efforts for the 2050 Statewide Plan
- Next Steps & Questions



2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 9/3/2024



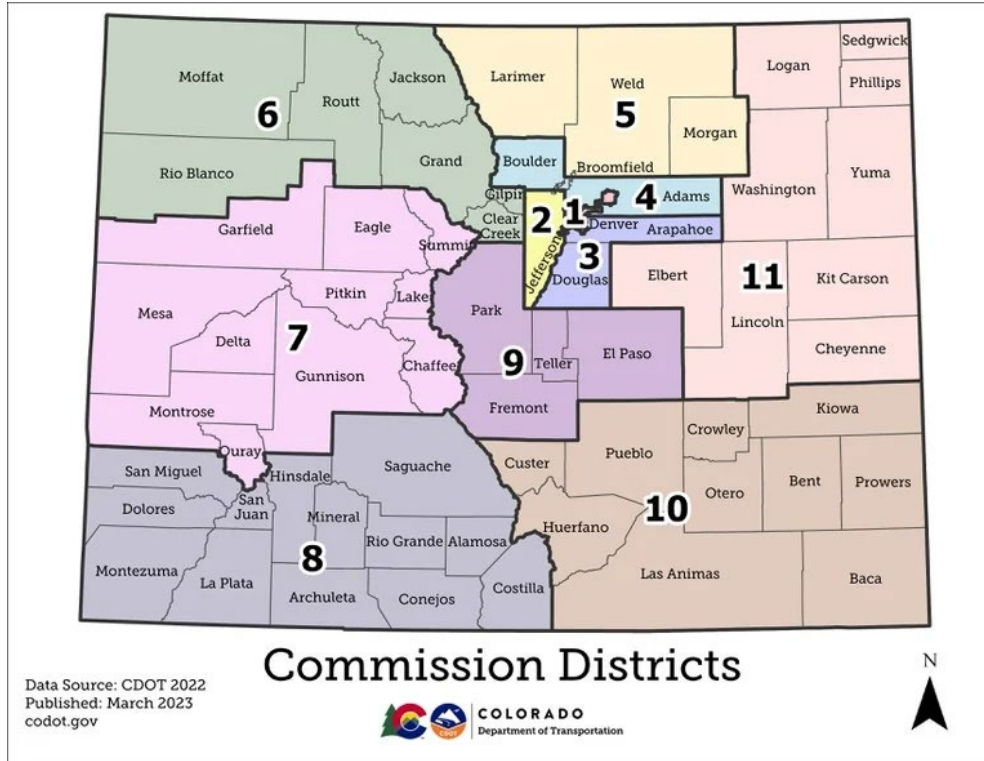


Transportation Commissioner Telephone Town Halls

- As a part of the development of the 2050 Statewide and Regional Transportation Plans, CDOT will implement nine Telephone Town Hall events to allow the public to learn and participate in the plan development process by speaking directly to Colorado Transportation Commissioners from their area.
- Telephone Town Halls are forums where the public can speak directly to transportation decision-makers, ask questions and receive answers.



Transportation Commissioner Town Halls Features



- The ability for CDOT to call both mobile phones and landlines
- The possibility of having an online video simulcast
- A web registration page with instructions on how to share participation links and information with interested friends, family, neighbors, colleagues, etc.
- Spanish language interpretation and simulcasting



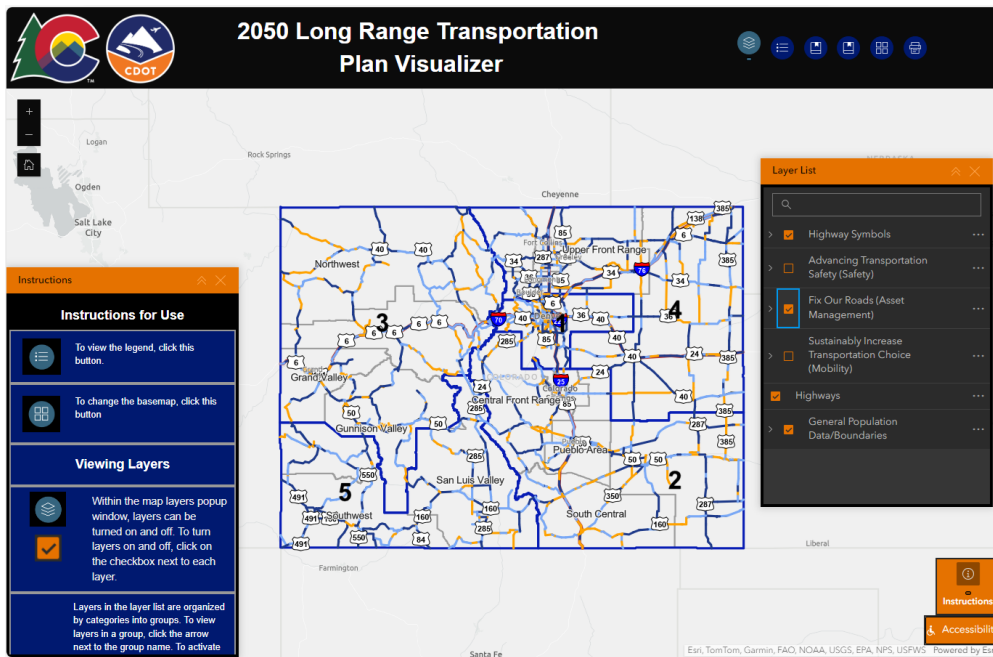
Statewide Transportation Survey

- Another method CDOT will use to obtain the thoughts and opinions of the traveling public.
- Questions from the Statewide Transportation Survey will center around the Policy Directive 14 themes of advancing transportation safety, fixing our roads, and sustainably increasing transportation choice.
- Thank you to the STAC members who reviewed the survey and provided comments.



Statewide Transportation Plan Data Visualizer

2050 Long Range Transportation Planning Visualizer



The data visualizer is a new tool to help provide stakeholders and the public access to transportation data to help make data-driven and informed decisions on statewide transportation plans and new transportation projects. Available information includes:

- Roadway Condition
- Roadway Usage
- Transportation Safety
- Transit Routes
- Current 10-Year Plan Projects
- and much, much more!



Plan Development and Next Steps

- **Project Priorities completed by all rural TPRs**
 - Development and potential adoption of Regional Transportation Plans at Spring TPR meetings
- **Development of Statewide Plan - Early Summer**
 - Outlines the vision for the statewide transportation for the next 20-year, based on performance goals and objectives
 - Review in late summer and adoption in August
- **10-Year Plan Development Discussions - Summer & Fall**
 - Development of next iteration of the CDOT 10-Year Plan with planning partners based on priorities identified through during this process and achievement of statewide goals.





Transition Between Plans

Current 10-Year Plan FY 2019-2027

2019-2022

4-Year Prioritized Plan #1

2023-2026

4-Year Prioritized Plan #2

2027+

The “Out”
Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan

Refresh Cycle to “New” Plan:

Evaluate current “out” years projects (FY 2027+)

Identify new projects (from planning process & asset management needs)

Revised funding scenarios

Updated project pipeline

“New” 10-Year Plan FY 2027-2036

2027-2030

4-Year Prioritized Plan #1

2031+

The “Out” Years

4-Year Prioritized Plan #2 to be developed in 2029-30 for FY31-34



Accountability & Transparency

Accountability Efforts compliant with Statute

- 10-Year Plan Accountability Dashboard - Updated Monthly
- Quarterly 10-Year Plan Report with project status updates
- Annual 10-Year Plan Report, included in the Department's Budget Submission
- Annual Department Accomplishments Report
- Management of Plan and Project Change Control Process in PMWeb
- Project Fact Sheets
- Project Websites

10 Year Plan 2023 - STATEWIDE

Total Projects Cost	Total Strategic Funds	10Y Plan Projects
\$9,848M	\$5,819M	370

CDOT Strategic Funds

Projects by Status

Status	Project Count	%
Planning	177	
Design	98	
Construction	40	
Complete	54	
On Hold	1	
Total	370	

All Funds

CDOT Strategic	Other CDOT	Bridge & Tunnel Enterprise (BTE)	Colorado Transportation Investment Office (CTIO)	Federal Grants	Local
\$5,819M	\$1,225M	\$822M	\$648M	\$1,053M	\$272M

Draft: Subject to Revision
Release Date: 9/1/2023

Total Cost by Project Type

Project Type	Total Cost	%
Highway	\$6,713M	68%

September 2022 | STATEWIDE PLAN INFORMATION | YPR.mdot.gov

THE LATEST ON TRANSPORTATION PLANNING | YOUR TRANSPORTATION PRIORITIES | POWERED BY YOU | COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022

44 In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT's 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

The CDOT team looks forward to building these projects and creating a safer, more mobile

10-Year Plan Information: [Link to 10-Year Plan webpage](#)



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Next Steps & Questions

- Commissioner Telephone Town Halls and Survey - April - June 2025
- Discussions with MPOs, TPRs, and local partners on plan development - Ongoing
- Statewide Plan public comment period - Summer 2025
- 2050 Statewide Plan adoption - August 2025
- 10-Year Plan public comment period - Fall 2025
- GHG Transportation Report - November 2025
- Adoption of next 10-Year Plan - December 2025

Contact:

Darius Pakbaz

Director - Division of Transportation Development

darius.pakbaz@state.co.us



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee

From: Jamie Collins, STIP Manager, Division of Transportation Development

Date: April 3, 2025

Subject: Release of the Draft FY2026 - FY2029 Statewide Transportation Improvement Program (STIP)

Purpose

The Draft FY2026 - FY2029 STIP is set to be released for public review and comment on March 31, 2025. As part of the release, staff will provide an overview to STAC of the STIP and how it fits into the overall planning process.

Action

This item is for informational purposes.

Background

As background, the STIP is a federally required plan of transportation projects that CDOT will initiate, continue work on, and complete over the next four years. It is a fiscally constrained plan based on the TC-adopted Program Distribution and budget for CDOT. .

Additionally, CDOT is updating its STIP software to provide a more user-friendly public interface. The software development phase is almost complete, and final testing will begin in April. The new software will be available for use at the beginning of the state fiscal year 2026 on July 1, 2025.

Next Steps

Milestones in the STIP development cycle include:

- 30-day public comment period
- Public Hearing with the Transportation Commission in April
- Transportation Commission adoption in May
- FHWA and FTA final review and approval in June

Attachments

Statewide Transportation Improvement Plan (STIP) Presentation, April 2025



COLORADO

Department of Transportation

Statewide Transportation Improvement Plan (STIP)

An Overview

April 2025



Key Planning Documents



Regional Plans

Statewide Transportation & Transit Plans

10-Year Plan

4-Year STIP

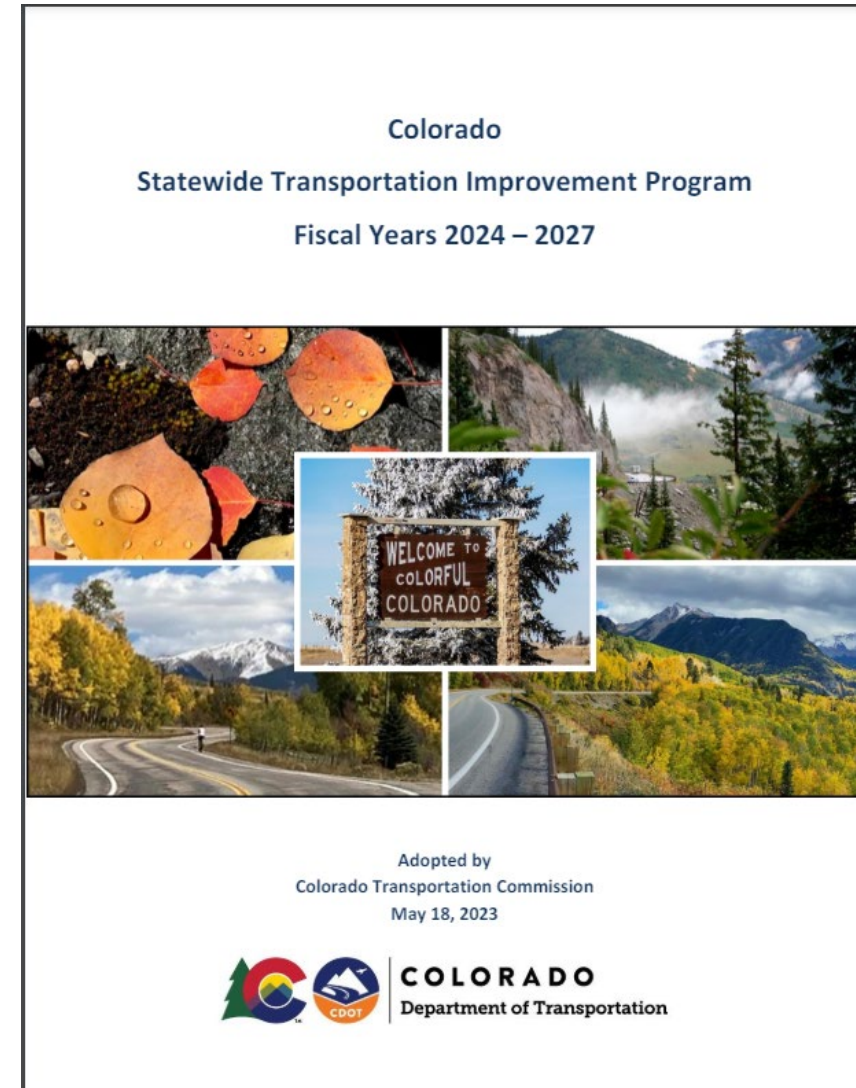
Data Analysis • Stakeholder Engagement • Public Outreach • Performance Reporting



What is the STIP?

The Statewide Transportation Improvement Program, or “STIP,” is a:

- Federally-required, fiscally constrained, statewide multimodal program of transportation projects that is developed in collaboration with:
 - CDOT Regions
 - Metropolitan Planning Organizations (MPOs)
 - Transportation Planning Regions (TPRs)
 - Transit Providers
 - Counties via the Project Priority Programming Process (4P)
- Rolling 4-Year list of funded projects
 - Draft STIP covers FYs 2026-2029





What is in the STIP?

Regionally Significant Projects

- Stand-alone projects serving regional transportation needs and of significant scale to be typically included in transportation demand modeling for air quality emissions analysis and identified individually in the STIP.
- Large-scale
- May require significant environmental impact analysis
- Identified individually in the STIP
- Examples of regionally significant projects would be projects like I-25 North and Floyd Hill.



What is in the STIP? (Cont.)

Non-Regionally Significant Projects

- Project is not on the same scale as Regionally Significant
- Grouped in the STIP under a designated Pool or Regional Program Pool
- Examples of non-regionally significant projects would include Region Surface Treatment program pools, Region Priority Project (RPP) program pools, etc.



What the STIP looks like

Statewide Transportation Improvement Program Summary

Data as of April 2, 2024

Dollars in Thousands

STIP Pool
Project

Regionally
Significant
Projects

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	10 Year Plan ID	Funding Program	Fund Source	Fund Type	2024	Rolled	2025	Rolled	2026	2027	Future
	SR19000	R1 Mobility Hub Pool	SR19000.003	El Rancho West Parking Lot	0004	6CR	F	CRP	2,000						
						7PT	S	267	3,500						
			SR19000.004	Castle Rock Mobility Hub	2714	6CR	F	CRP	500						
						7PT	S	267	1,500						
	SR19112	R1 ADA Pool	SR19112.015	CMGC ADA Curb Ramps Package 4		ADA	S	SHF	193						
	SSP1001	I-270 Corridor	SSP1001.001	I-270 Critical Bridges Design (Non-BTE)	0002	SB1	S	SB1	150						
	SSP4128	I-70 Mountain Corridor: DIA to Eagle County Airport	SSP4128.999	I-70 Mountain Corridor: DIA to Eagle County Airport		7PX	S	267	27						
	SSP4129	I-70: Floyd Hill	SSP4129.002	I-70 Floyd Hill Package 1 East Section	0004	7PX	S	267	15,636						
			SSP4129.003	I-70 Floyd Hill Package 2 West Section	0004	10C	F	NHPP	18,280						
						7PX	S	267	40,789						
						CBP	F	NHPP						2,707	
						11C	F	NHPP	30,000						
						PRT	F	PRT	22,245		20,817		15,638		
			SSP4129.004	I-70 Floyd Hill Package 4 Central Section	0004	11C	F	NHPP			117,200				
			SSP4129.005	Package 3 Early Access	0004	11C	F	NHPP			15,000				
						SB1	S	SB1	19,137						



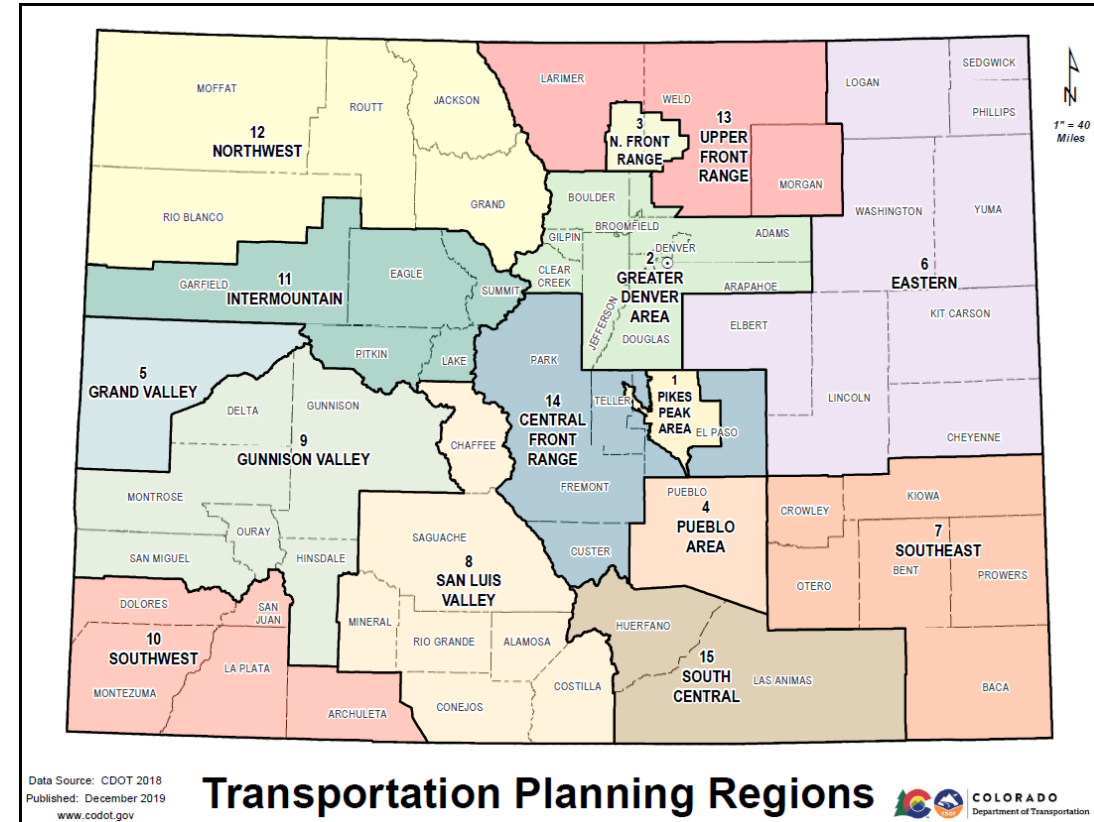
STIP Development

CDOT - Key Internal Stakeholders

- Office of Financial Management & Budget (OFMB) STIP Managers
- Region Planners
- Division of Transportation Development (DTD)
- Division of Transit & Rail (DTR)

Planning Partners - Key External Stakeholders

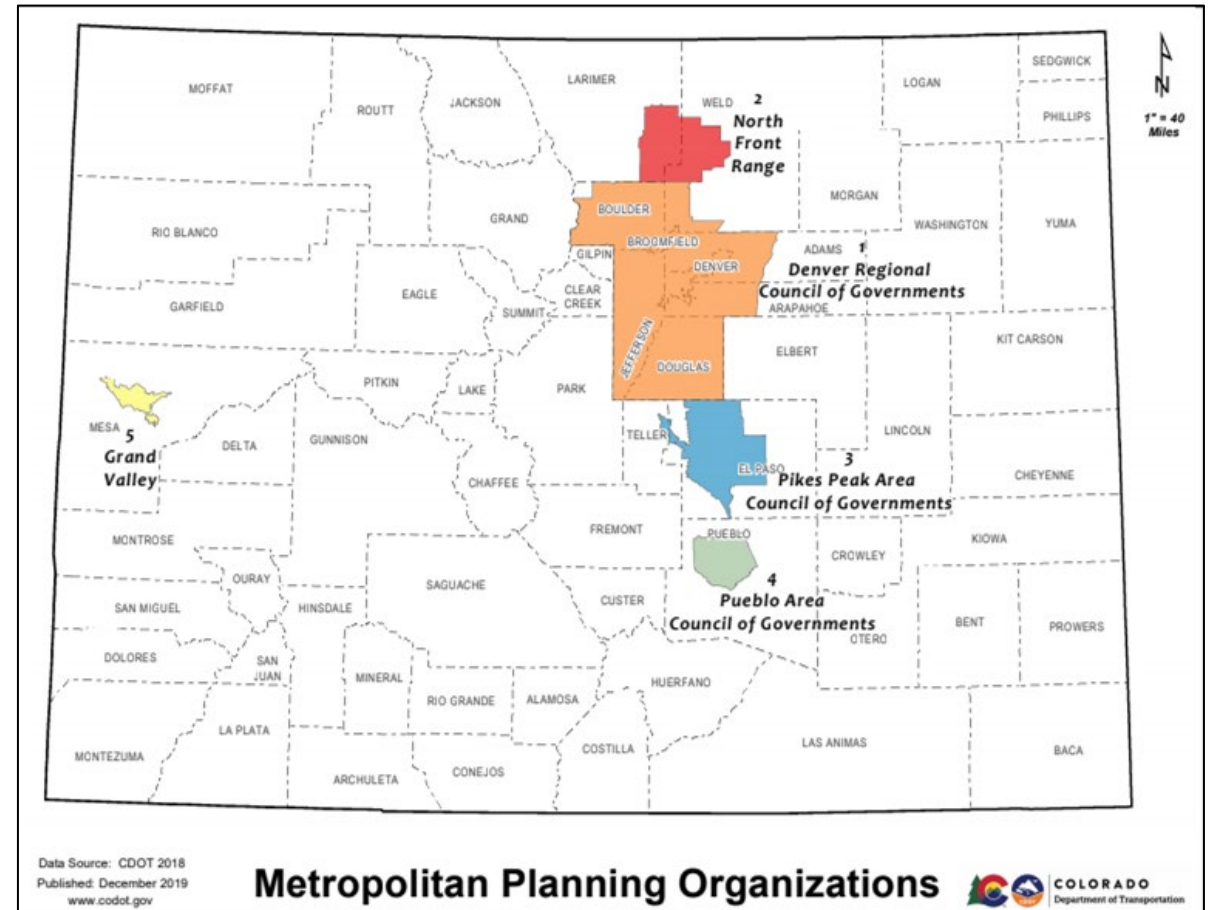
- Transportation Planning Regions (TPRs)
- Metropolitan Planning Organizations (MPOs)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Statewide Transportation Advisory Committee (STAC) Representatives





Partnership with the MPOs

- MPOs with populations 50,000+ are required to maintain their own Transportation Improvement Programs, or TIPs.
- TIPs are similar to the STIP (cover a period of four years and must be fiscally constrained)
- CDOT works with each MPO to include CDOT projects in the TIP. Once projects are approved by the MPO Board, they are amended into the STIP Administratively.





Types of Amendments & Modifications

STIP

- **Administrative Modification:** Occur on an ‘as-needed’ basis and do not require Transportation Commission approval.
- **Amendment:** Require TC approval and a 30-day public comment period.

TIP

- **Administrative Modification:** Each MPO sets their own guidelines.
- **Amendment:** Each MPO sets their own guidelines. This requires MPO Board approval and a 30-day public comment period. CDOT must submit this for Executive Management Team (EMT) review and approval.




New STIP Software

- **CDOT is implementing a new STIP software to replace the Public Budget Formulation module in SAP.**
- **Project Tracker will allow CDOT to provide a better experience for the user. The new software will be:**
 - ADA compliant
 - Easier to search
 - Provide amendment history and project detail
- **Project Tracker can also provide links to other CDOT planning documents, such as the 10-Year Plan.**
- **Project Tracker is utilized by several MPOs and State DOTs across the country, including the Pikes Peak Area Council of Governments.**



New STIP Software

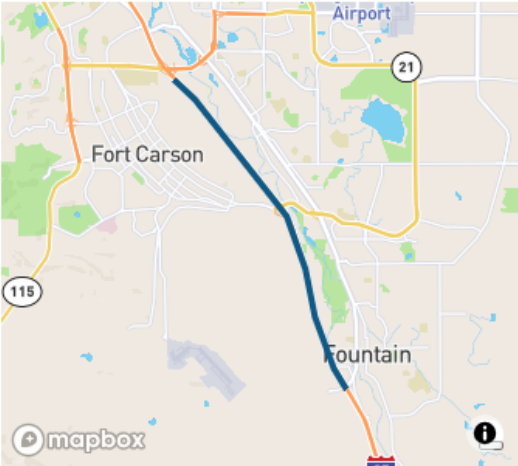
Sample of project detail available in Project Tracker software.


Council of Governments
Communities Working Together
✕

2019-140: BUILD Grant/MAMSIP: I-25 Safety Improvements - Surface Treatment

ADD
COMMENT

SHARE



Plan Revision Adoption	Project Type Roadway Preventative Maintenance	Performance Measures Pavement Condition, Safety	Total Cost \$12,400,000
Lead Agency CDOT	County El Paso	Municipality -	

Project Description
 Military Access, Mobility and Safety Improvement Project (MAMSIP)/BUILD Grant - Federal Surface Treatment Program (STP) funds for I-25 project portion of BUILD Grant. State match is in the project from other funding pools.

FUND OVERVIEW
FUND HISTORY
REVISION HISTORY

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
CON	STP	\$7,400,000	-	-	-	-	-	-	\$7,400,000
CON	SB 267	\$5,000,000	-	-	-	-	-	-	\$5,000,000
Total CON		\$12,400,000	-	-	-	-	-	-	\$12,400,000
Total Prior Costs		\$12,400,000	-	-	-	-	-	-	\$12,400,000
Total Programmed		\$12,400,000	-	-	-	-	-	-	\$12,400,000



More information about the STIP can be found:

<https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>

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